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RAILROAD MAGAZINE

MAY 1972 / 75¢

Night scene in the brilliantly lit Santa Fe Shops at San Bernardino, California

CAJON PASS: Steam and Diesel Photographs

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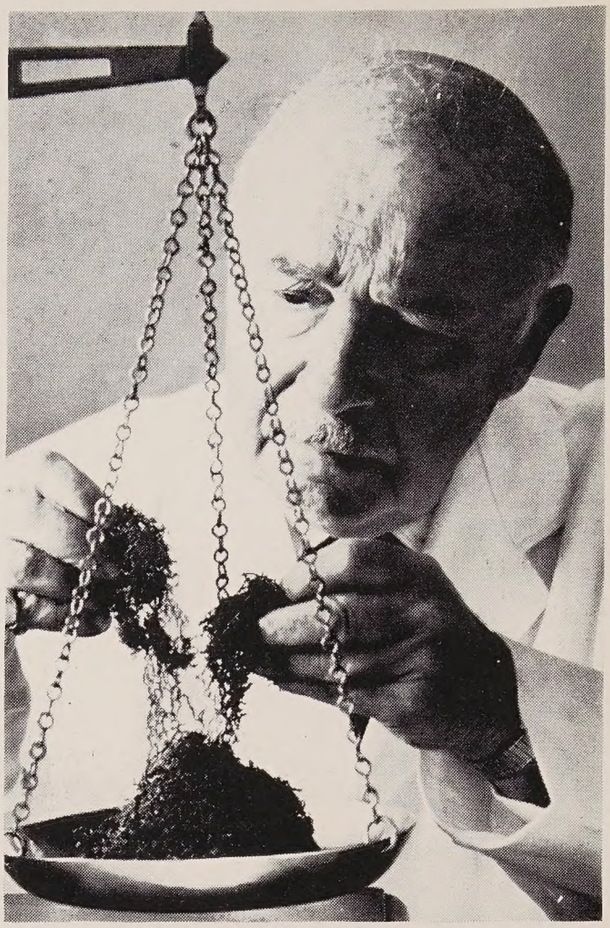

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RAILROAD
MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 91, No. 1 **MAY, 1972** **75 CENTS**

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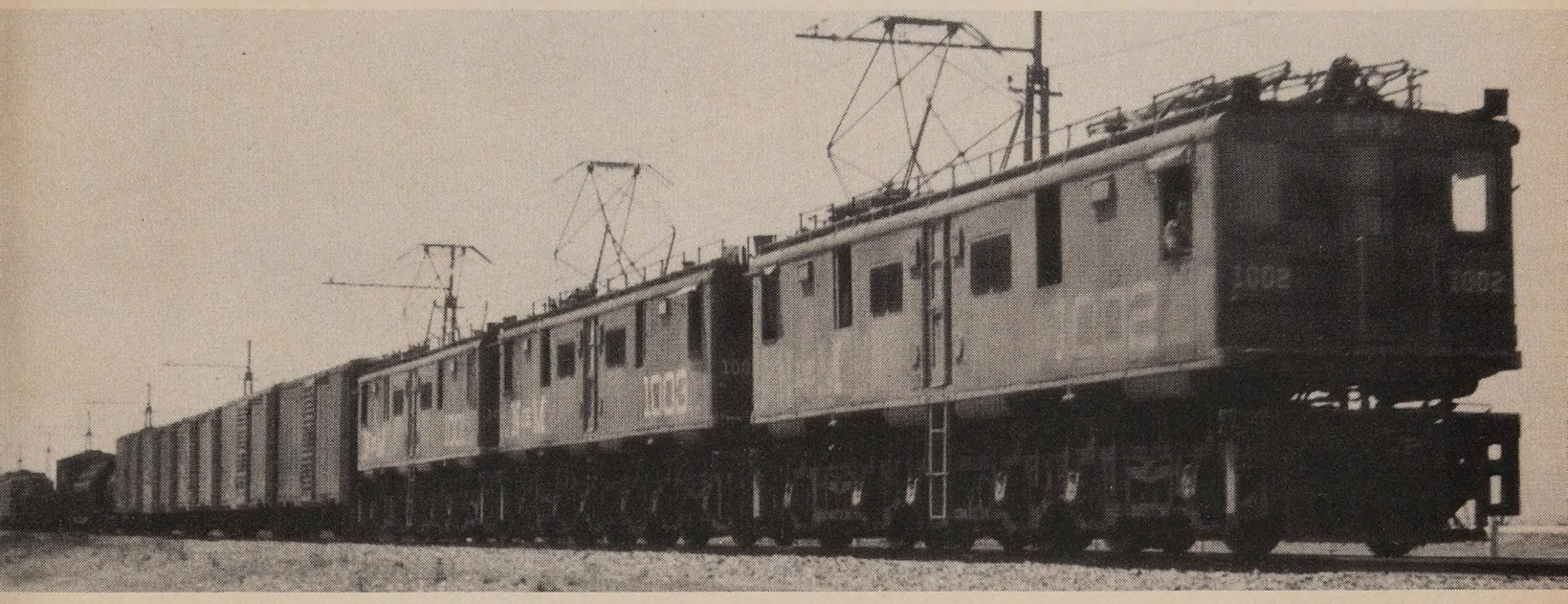

NdeM electric locos 1002, 1003, 1001 head down to Orizaba on electrified part of ex-Mexicano Ry.
B. Thomas Walsh, 5020 Centre Ave., Pittsburgh, Pa. 15232

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THE MAIL CAR

where editors and readers meet

ORDINARILY, the Santa Fe's massive backshops at San Bernardino, Calif., within sight of Cajon Pass (see page 14), are off limits to camera men. But when Gary C. Allen of 215½ East Palmer Avenue, Glendale, Calif., produced a letter from the editor of *Railroad Magazine* the night shop foreman figuratively rolled out the red carpet for him. Gary was delighted. He shot our cover picture from a huge overhead crane in the East Shop. Being a long-distance truck driver in everyday life, he didn't feel the least bit scary up there.

Photo shows only about three-quarters of the vast area, which is separated from the equally large West Shop by a transfer table. These heavy locomotive and freight-car repair shops are the second largest on the Santa Fe system of nearly 13,000 miles. More than 1,000 men work in the San Bernardino shops. Since their establishment 86 years ago, these shops have been greatly expanded. From an original 38-acre site, they now cover more than 280 acres. The buildings themselves spread over 58 acres.

In addition to ATSF power, the locomotive shops overhaul engines of Kaiser Steel's Eagle Mountain Railway and the Eagle Junction Railway. Pictured in the foregound is ATSF No. 1536, an Alco 1000-hp switcher, built in 1953, builder's number 80619. ATSF had 38 of these S-4's on its roster. Jim Edmonston covered them in his March department.

Our cover next month will show a steam loco puffing smoke, a rail depot, and a Georgia girl. ●

Picturesque Santa Fe depot in Mountainair, N.M., offers a splendid view of the countryside. Cathy Stambough of Belen, N.M., paused to admire it on a golden day last July. She certainly wasn't waiting for a train. This point used to be a helper district for mighty steam locomotives climbing the grade out of Belen.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

NEWSCAST. The town of Canaan, Conn., wanted to buy its historic old railroad station for $35,000 to use as a railroad museum and cultural center. Penn Central was willing to sell, but tacked on so many restrictions that the deal fell through. Among them were free rent and no taxes for PC while it continued to use part of the property. Also, there was no guarantee that receivers of the bankrupt line would approve the sale.

Three German shepherds—Mark, Rebel, and Mike—have joined the Burlington Northern's security and freight claims prevention department, working respectively in Seattle, Minneapolis, and Chicago. The Long Island also has police dogs to combat crime. Does any reader know of other roads which do so?

C&O-B&O have recalled more than 450 furloughed employes to help build 800 open-top gondola cars of 100-ton capacity in their Raceland, Ky., shops.

At a recent Public Utilities Commission hearing on a petition by the Spokane, Portland & Seattle, a BN subsidiary, to abandon its station and services at Linton, Ore., nobody showed up to oppose it. Oregon railfans must have been "asleep at the switch."

Half a dozen surplus Penn Central passenger cars have been converted to living and recreational quarters for non-commissioned Army officers at Fort Monmouth, N.J.

Due to its lack of adequate rail facilities and its limited expansion potential, the Milwaukee-based Joseph Schlitz Brewing Co. recently closed and vacated its million-barrels-a-year plant in Brooklyn, New York City.

Did you know that the "first order of business" at the final board meeting

Eastbound Penn Central, NY-4, at Ann Arbor, Mich., February, 1971. Train at left, on siding, is Ann Arbor-Jackson local.
Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

of the Penn Central—the one at which it was decided to petition for bankruptcy—was approval of salary increases for PC executives? That's one of many astounding facts concerning the railroad's mismanagement contained in a book, *The Wreck of the Penn Central*, written by Joseph R. Daughen and Peter Binzen, reporters of *The Philadelphia Bulletin*.

Canadian National photo in Feb. issue, pages 20-21, recalls fond memories. I was express agent there (Paris, Ont.) for five years. The express office is shown at the extreme right. Behind it was the station, now gone. No passenger train stops in Paris today. Could I buy a glossy print of that scene for framing?—John Argus, 321 Front St., Stratford, Ont., Canada. (*Ed. note*: Yes. Contact photographer Elmer Treloar, 101 California St., Highland Park, Mich. 48803)

For the first time in history, *Modern Railroads*, monthly magazine of the rail industry, picked a union man for its "Railroad Man of the Year." He is Charles Luna, retired president of the United Transportation Union. Tom Shedd, the magazine's editor, says Luna was selected because of "basic and profound ways in which he has impacted on the railroad future."

Twelve empty freight cars were damaged and a section of track was destroyed the other day when the middle of a Rock Island train buckled in northwest Oklahoma City. Nobody was injured; but a hobo dressed in blankets crawled out of the wreckage, telling bystanders as he walked away: "Boy, that really woke me up!"

Is $35 an hour too low a fee for a trustee of a railroad in bankruptcy? To at least one trustee—Paul W. Cherington on the Boston & Maine—the answer is "yes." He resigned his trusteeship, claiming that the $35 rate, set by the ICC, netted him only half of his normal consulting fee.

On the day before the Illinois Central and Gulf, Mobile & Ohio were to be merged into the new Illinois Central Gulf, the ICC called it off, at least temporarily, until it can dispose of petitions from the KCS, MP, and C&NW.

In 1971, Penn Central's security department, largest U.S. private protective force, made over 8,600 arrests for vandalism and ejected about 200,000 trespassers from its property.

A $260,000 automatic washing machine, designed by Burlington Northern, in the road's new freight classification yard at Kansas City, Mo., cleans a boxcar interior in three minutes, including the removal of solids, oil, and grease from runoff water.

ICC has directed the Illinois Central to prepare a 5-year program for rehabilitating or replacing its outmoded commuter stations. It has also ordered the road to modernize 40 of its older passenger cars that will remain in ser-

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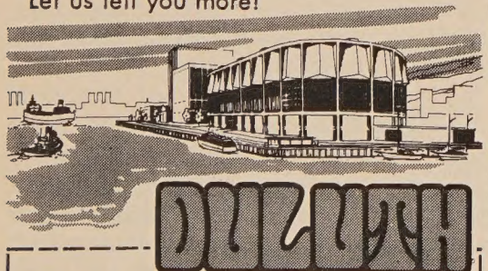

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vice after 130 new, double-decked, air-conditioned *Highliners* have been delivered to the IC.

It cost the Long Island Rail Road $20.5 million in 1970 to handle freight contracts worth only $10.5 million, according to an audit revealed by New York State Controller Arthur Levitt. The audit said the line had to pay $233 per car in operating expenses, while it collected only $116 a car for hauling the freight. It said the railroad's deficit had doubled since the Metropolitan Transportation Authority took over in 1966.

Want to buy a whole town? The Western Pacific is offering to sell Gerlach, Nev., about 110 miles north of Reno. The WP owns all the land in Gerlach, once a major stop and crew change point, but no longer serving this purpose. About 100 persons still live there. WP says they'll be given first chance at buying the community.

Victor Diodato, owner of a trucking business, and Joe Houle, a Norfolk & Western security guard, were convicted of stealing 33,000 pounds of meat from freight cars in the N&W yard at Sloan, Ohio, and sentenced to prison.

A much-publicized one-car train, *The Clam-Digger*, left Union Station, New London, Conn., the other day on its last run along the shoreline to New Haven, ending 73 years of service on the New Haven Railroad (now Penn Central). Buses have replaced it. ●

MAYBE this also should be in our *Passenger Train Survey*. According to John M. Connelly, Jr., an insurance man, the Long Island Rail Road's function is to transport people instead of being "a traveling gin mill." He sent an irate letter to LIRR President Walter Schlager, Jr., demanding reimbursement for a recent one-way trip to his home at Rockville Centre, N.Y., when he had been obliged to stand all the way after losing his seat to a portable bar.

Describing himself as "definitely not a teetotaler," Connelly wrote that at Penn Station he entered a non-smoker, non-bar car for the 35-mile ride home and sat down to read some material connected with his work. But hardly had he done so when a railroad employe brought in "a case of whiskey and other liquid refreshments." Connelly said he was forced to vacate his seat, the only one then available on the train, and "the non-smoking car was quickly turned into a smoker to accommodate the drinkers, with no regard for other passengers."

He told President Schlager that after a long, hard, working day he was tired and unable to review certain material which was important to his income. "The fare refund is a matter of principle because with the exorbitant fares and poor service, it is unnecessary to subject passengers to this additional discomfort. There are sufficient gin mills at Penn Station and at destination points to take care of the handful of passengers who reel through the aisles spilling beer and alcohol on other travelers." ●

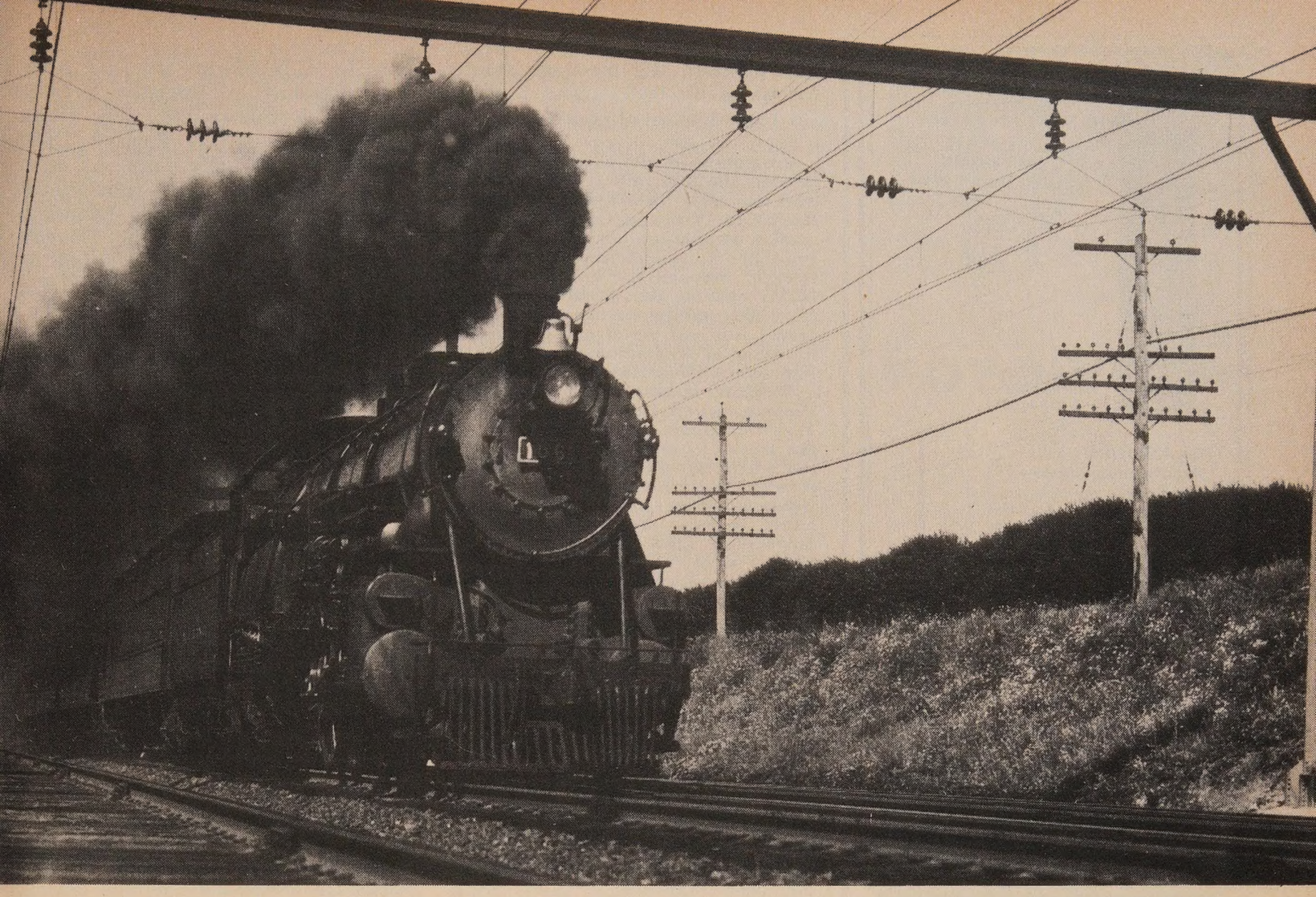
AFTER reading about Bishop Herbert Spaugh's caboose in our April issue, Dr. Bernard L. Albert of Scarsdale, N.Y., told us about a Pennsy caboose of 1915 vintage which Dr. Wayne Crockett has in his back yard at Terre Haute, Ind., as a novel "extra room" for his family. It serves as a playroom on rainy days, a cabana for changing into swim suits for the back yard pool, and spot for parties.

"Anyone can buy a caboose from a railroad purchasing agent," Dr. Crockett says, "but you may have to wait several months before you can get it."

The doctor paid the Pennsy $350 for his crummy, including delivery to Terre Haute, but more than $900 additional for having it hauled 20 blocks from the railroad yard to his home. A local construction company provided a gravel base before setting up the small section of track and ties. The whole family pitched in to make the caboose homelike, cleaning and painting it, installing wall-to-wall carpeting, hanging curtains, and hooking up electricity. The car contains three bunks, an icebox, a stove, and built-in closets. Neighboring rail buffs donated railroadiana such as an old lantern and an abandoned railroad crossing sign. ●

HOBOES mentioned in Feb. issue reminds me of a summer day in 1932 when I was on a Rock Island train with a Colorado National Guard unit enroute from Denver to Fort Sill, Okla. Just inside the Kansas line, our steam engine hit a Ford touring car at a grade crossing, killing the careless driver and demolishing his car. The auto chassis rolled over alongside the locomotive, which it put out of commission. For nearly an hour we waited for another engine to pull the cripple and her cars. Hoboes riding the rods crawled out from underneath our train while it was stalled. I counted fifteen. One wore a dirty white suit, white hat, and white shoes.—Frank M. Freeman, 2957 Firth Court, Denver, Colo. 80211. ●

NOSTALGIA almost too great to be borne featured the recent "decommissioning" of the old Railroad



Reading Pacific No. 106 shown highballing a string of varnish near Parkland, Pa., on a summer's day in long ago 1931.
Bruce G. Saylor, 2836 Leon Ave., Audubon, Pa. 19407

YMCA building at Waycross, Ga. This was the last of three such structures built by the Atlantic Coast Line in 1911 to provide a "home away from home" for engine and train crews staying overnight in distant cities. A banquet hall full of "Y" supporters and Seaboard Coast Line workers and brass collars bade farewell to the antique brick landmark and its long front porch furnished with comfortable rocking chairs. Several crew men lounged around the lobby waiting to go out on runs; one man said he'd been spending nights in the old place for 27 years and "kind of got used to it." After the evening ceremonies, the group moved to new YMCA quarters in the Ware Hotel. ●

OVERSEAS. Did you know that a monument was erected to the first person ever killed by a railway train? He was William Huskisson, and the statue still stands in the Pimlico Gardens section of London, England. Free-

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The first complete data book on the streamliner era will be ready June 1. Fifteen years in preparation, it has a concise description and the train assignment of streamlined and lightweight cars on all U.S. railroads from the pioneer Zephyr of 1934 to the birth of Amtrak in 1971. Two hundred pages of data and 100 photos with two-color cover.

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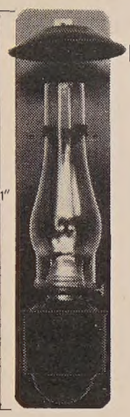

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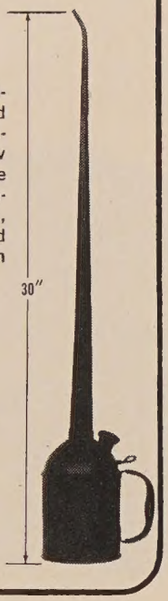

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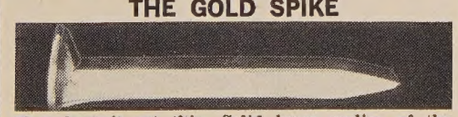

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man Hubbard told the tragic story as follows in his book, *Great Trains of All Time*, now out of print:

Promoters of the Liverpool & Manchester, the first railway built from the start to carry passengers, bought the *Rocket* for their line and ordered four similar Stephenson engines. One of the four, the *Northumbrian*, was driven by George Stephenson himself on the L&M's opening day, a chilly September 15, 1830, pulling an ornate coach decorated with red velvet and occupied by the Duke of Wellington, who had beaten Napoleon at Waterloo 15 years before.

William Huskisson, a member of Parliament and former Minister in the Tory Government, was walking between the tracks to enter the Duke's private car when he stumbled and fell. Just then the *Rocket* came by with another train, crushing him horribly. In an effort to save the dying man's life, Stephenson made a fast run to the nearest town, 15 miles away, without the Duke's car. He covered the distance in 25 minutes at what was then the incredible speed of 36 mph. Adding to the gloom, a mob of political opponents bearing crudely painted signs besieged the Duke's car, hurling bricks and stones. Not until Stephenson came back with the *Northumbrian* could Wellington beat an orderly retreat.

Officials of the South African Railways, where *apartheid* holds sway, have ordered that non-whites who do exactly the same work as white yard brakemen must not be called brakemen but "train compilers."

The Italian Government has ordered its state rail system to submit a detailed plan to create a rail link between Leonardo da Vinci International Airport and the center of Rome, 15 miles away. Also in Italy, the bodies of four newborn infants were found recently in the baggage room of the Genoa railroad station.

Soviet Russia is building giant 13,000-hp electric locos to haul heavy freight at speeds up to about 60 miles per hour.

While many American railroads are reporting sharp drops in revenue and some are even bankrupt, Swiss Railways reports a profit of £340,000 in 1971—which, however, is a slight drop from the previous year.

A railway union headed for 25 years by a dynamic woman recently celebrated its golden jubilee. This was the anniversary of the Western Railway Employes' Union of India, with headquarters in Bombay, and the lady is Miss Maniben Kara. In the near future we will publish an illustrated feature on the 9,000 or so steam locomotives now running in India.

Philatelic fans should welcome the special event and first-day "covers" of railway interest put out from time to time by H. N. Murray and J. G. Adinton, operating as Arlington Supplies (Stamps & Coins) Ltd., 269 Green Lanes, London No. 13, England. These covers are beautifully made. An especially handsome one, gold-printed "Return to Steam: London (Kensington, Olympia)-Swindon, 7th October 1971," with a large colored picture of a King class loco, marks British Rail's first use of a steam train in some years. Price, $1.50 in U.S. or Canadian money as long as the supply lasts. Other world rail covers (Hungarian, Mongolian, Austrian, etc.) sell at 80c each; they have multi-colored train-picture stamps. Mongolia's is very pretty, with two different stamps.

North American gandy dancers might not believe this one, but it is true. Down in Australia, in the Western, Mallee, and Wimmers districts of the Victorian Railways, cockatoo birds damage the roadbeds. Maintenance of way employes are assigned regularly to restoring the line after these birds, foraging for food, have kicked the ballast sometimes as much as eight feet away from the rails!

I am a *Railroad Magazine* subscriber. A recent issue said Argentine's state-owned railways were buying 250 diesel locos. Actually, they are buying only 50 but are building the other 200 in Argentine shops with General Motors licenses.—Rafael Musco, Rahon Falcon 6478-A, Buenos Aires, Argentina. ●

ONE of the saddest letters we have ever received comes from Stanley T. Borden, 378 23rd Ave., San Francisco, Calif. 94121:

Several years ago I was in touch with a man in southern California collecting facts on Harry K. McClintock ("Haywire Mac"), especially his records and songs. This fellow got a local radio station to play some of them. I will write him again to learn what progress he is making. It would be great to own a record of Mac singing his songs to the accompaniment of his own guitar.

I was fortunate in being able to visit this retired boomer switchman and minstrel shortly before his death. Like many other creative artists, Haywire Mac was too generous and too trustful for his own good. He never had the knack of making or saving much money. After the genial old boomer retired from his last railroad job, he and his wife lived on a mere pittance in a city-owned, low-income, housing-project apartment. But Mac was a romanticist. He liked to dramatize life. He showed it in the stories and songs he wrote, especially in his *Big Rock Candy*

Mountains. That must have been the reason why he was quoted near the end of his life as saying: "Out in my back yard in San Francisco, somewhere between the crimson ramblers and the roses, there waits an Old Man with a Scythe . . ." Actually, he had no back yard. His surroundings were drab and depressing.

Shortly after my visit, Mac's wife was hospitalized and, I understand, died. Later on, the neighbors hadn't seen him for several days. Upon investigation, they found the old boomer dead in his apartment. He died alone. That was a sad way for a gifted and big-hearted man like Harry Kirby McClintock to reach the end of a long journey. ●

FOR THE PAST three years I have been hosting "Memory Lane" folk music on KCHJ radio at Delano, Calif., a program which opens and closes with steam locomotive sounds. I use songs recorded between the early 1920's and middle 1940's, including some by "Haywire Mac" McClintock and Jimmie Rodgers, "the Singing Brakeman," and I invite listeners to send comments and requests to the station. Jimmie Rodgers drew more mail and phone calls than all the others combined.

Born at Meridian, Miss., on Sept. 8, 1897, Jimmie went braking on the old New Orleans & North Eastern Railway prior to World War I, recorded his first song Aug. 4, 1927, and heard his music become immensely popular before tuberculosis took him away in 1933. Known as the father of country and Western music, he was the first entry into the Country Music Hall of Fame.

As a result of my writing a note to the U.S. Postmaster General at Washington, D.C., urging that a Jimmie Rodgers commemorative stamp be issued this year, the 75th anniversary of his birth, I learned in reply that this proposal has been placed on the agenda to be "considered" for issuance during 1972. That reply could mean something or nothing; but if enough *Railroad* readers will back me up by writing to Washington regarding the Singing Brakeman there is a good chance that such a stamp will be issued. ●

TRAIN ORDERS. We honor the Green Bay & Western Railroad in Wisconsin which, according to H. L. Nichols, transportation supervisor, is "attempting to preserve our wild life." He sends us a copy of a train order, issued at Grand Rapids on March 3, 1971, to conductors and engineers of all New London Division trains except No. 8: "In order to conserve wild deer, reduce to 30 miles per hour and whistle freely between Shiocton and New London."

Another unusual train order was submitted by Larry Thierer, RFD 1, Alma, Kan. 66401. Issued last Sept. 3rd on the Milwaukee Road, it said: "To C and E westward RI trains: Account dense automobile traffic expected and movement on streets and highways over the Labor Day week-end and holiday Sept. 3 through Sept. 6, be reminded to take precautions sounding whistle signals approaching crossings so we may assist in saving lives and avoiding injuries and damage to property."

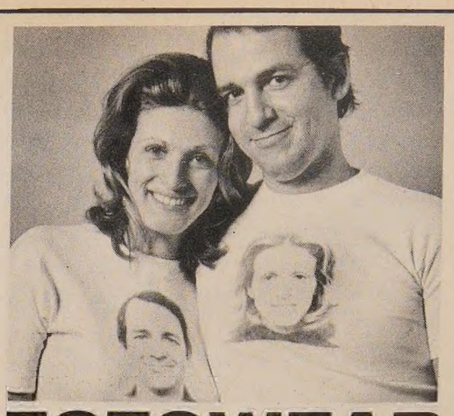
After giving the Canadian Pacific and Grand Trunk 68 years of telegraph service, I maintain that handling train orders by the Morse code was the safest way. When a dispatcher called you and said, "31, copy 3 (or 5 or 7)," he closed his key and waited for that dependable SD (single display). You were about to get involved in that kind of order which one man hands to another, a 31. The life of a train order is unlike that of any other document I am familiar with, in that it remains in effect until superseded, fulfilled, or annulled.

Now in my 89th year, I still have a keen memory. Have just read *Railroad Avenue*, by Freeman Hubbard, subtitled *Great Stories and Legends of American Railroading.* Any railroader, especially a retiree, who can get a copy of this great book should do so. It is sure to thrill you and recall fond memories.—Dave Collins, 380 Beatty Ave., Verdun, Que., Canada. ●

PERSONALITIES. As a high school boy I traveled daily on the New York & Long Branch Railroad, which runs between Bay Head, N.J., and New York City via the Jersey coast. The Atlantic and Pacific type steamers had vanished and were replaced by Pennsy "Sharks" and F-3's plus high-nosed Jersey Central road switchers. I made friends among the crews, and as a graduation gift was permitted to ride the cab of a Pennsy "F" unit. It was a great ride. I sat in the fireman's seat, not out of generosity but because the fireman was asleep on the floor!—Thomas P. Lyons, 1550 Dayton No. 742, Aurora, Colo. 80010.

Dad was a trolley conductor on the old Oshawa Street Railway, which since 1940 has been "bussed." My Saturday entertainment as a boy was to ride on his streetcar all day. At age ten, on scantily populated sections of the line I was allowed to run the car myself, which was quite a thrill.

Also, we were fortunate to be living less than half a mile from the Canadian Pacific and Canadian National



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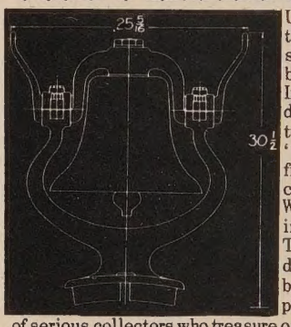

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main lines. During the war I watched and heard the steady tramp of Pacifics, Mikes, Moguls, and Northerns, often doubleheaders and tripleheaders, their side rods clanking and grinding up the grade into Oshawa. Many passenger trains were wheeled by 6400's, 5700's, 6200's, bullet-nosed "Bettys" of the 6000 series, Royal Hudsons, and the big 4100 CNR pushers out of Scarborough.

Today, my interests include photos, railway histories, visits to operating and non-operating lines, and membership in several railfan groups. I also write verse on railway and trolley subjects. —James J. Shetler, 159 Guelph St., Oshawa, Ont., Canada (*Ed.*: Sorry we haven't space to print your poems.)

Charles Hayes, a boomer brass pounder and dispatcher of 150 Jepson Ave., Corcoran, Calif. 93219, wrote at age 96 a lively 140-page novel, *Johnny Greenhorn*, which has been published and is available from him at $4.50. It is partly autobiographical.

Isn't Al Herskovits on your staff any more?—Arthur Frakes, Port Arthur, Texas. (*Ed. note*: No, regrettably. He resigned to return to London, England, where he used to live. If we knew his address, we would forward personal mail to him.)

My favorite departments in your magazine are *The Mail Car* and *The Switch List.* I also like *Information Booth, Hobby Club*, and the fiction stories. Your *Interesting Railfans,* in my opinion, is getting to be a drag because you seem to pick only important people and ignore the "unknown" fans who have done things for our hobby in a small way. Most of the other illustrated features are good. Some items in *Trackside* and *Search of Steam* should be checked more carefully for accuracy. Neither *Pen Pals Wanted* nor *Model Trading Post* interests me. At times *Transit Topics* is real good, but not always. Maybe it needs a little more life, but as a rule its photos are okay. Thanks for reading my short letter.—Dick Biermann, 289 Church St., San Francisco, Calif. 94114. (*Ed. note*: Your letter wasn't "short," Dick. We condensed it from two full single-spaced typewritten pages!)

I liked *Railroad Magazine* more during the years when it was slanted mostly to railroad employes rather than railfans. Currently, I enjoy your *Mail Car* most.—B. C. Steely, P.O. Box 26, Williamsburg, Ky. 40769.

Fenton Historical Society thanks you for printing an item about our booklet, *Chautauqua Lake Steamboats.* The response was gratifying. Copies of the booklet are still available at $2.28 postpaid.—Homer Danielson, 332 Forest Ave., Jamestown, N. Y.14701.

Enjoyed very much Harry Bedwell's "Priority Special" (March issue). At 77, I didn't think I would ever experience such a thrill again. It was like handing up orders to a hotshot.—Harry DeHoff, Portland, Ind. 47371.

"Priority Special," with its heartwarming employee co ordination and loyalty, is the finest railroad yarn I've ever read.—M. Lawrence Holcomb, P.O. Box 69, Seattle, Wash. 98111.

Keep printing Bedwell stories. They make me wish I had lived in the boomer era. Could you reprint any of his stories from *The Saturday Evening Post* of many years ago?—Tom Campbell P.O. Box 1293, Crestline, Calif. 92325. (*Ed. note:* Possibly, if a reader will lend us copies of them.)

Reading Railroad now has a female director of public relations, Miss Lois M. Morosco, 8133 Ardleigh St., Chestnut Hill, Philadelphia, Pa. She succeeded Sidney Spencer, retired.

Benjamin F. Biaggini, president of the Southern Pacific, recently told a reporter for *U.S. News World Report* that the pay for locomotive engineers runs between $25,000 and $50,000. But ICC statistics for 1970 (the latest year for which they are available) say the nation's highest paid loco engineers got an average of $19,058.75 a year.

For the benefit of rail buff photographers, readers should send you brief items for publication telling of locomotive tie-ups, railroad terminal places, or especially interesting places to watch trains or take pictures.—Elliott Kahn, 58 Verbena St., Clearwater Beach, Fla. 33515. (*Ed. note:* Good idea! Note the word "brief." We have neither the time to edit long detailed lists nor the space to print them.)

The rare SP snowshots in March *Railroad* from the collection of Guy L. Dunscomb were made by H. H. Arey, an engineer on the Tillamook branch in early 1900's.—Ted Benson, P.O. Box 1164, Modesto, Calif. 95353.

I was surprised to see an article by Freeman Hubbard on "The Great Days of Railroading" in March 1972 *Trains* magazine, which I really enjoyed.—Al Langley, Rte. 1, Box 64-A, North Augusta, South Carolina 29841.

B. Thomas Walsh, who wrote the excellent Great Western article in your

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Railroad Melons, Rates and Wages
by Charles E. Russell
Muckraker's history of the great profits of the rail barons, and their unconcern for the public. Pub. 1922. 322 pp. cloth, $5.00.

The Pullman Strike by William H. Carwardine
Graphic description of inhuman conditions which led to the great strike of 1894. Reprinted 1971. 128 pp., paper $2.50. cloth $7.95.

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March issue, said Amtrak had probably killed off the few mixed trains in the U.S., except for those on the GW and Reader railroads. Not so. Georgia Railroad still operates mixed service, trains 1 and 2, between Augusta and Atlanta, Ga. Consist is usually two or three diesel units, an air-conditioned coach, 30 or more freight cars, and a caboose. The coach is often deserted, but continues to be operated because of a Georgia state law.—Paul J. Templeton, 108 Pt. Pleasant Rd., Rochester, N.Y. 14622.

OLDTIMERS. I remember when steam locomotives were fired by hand. I was a fireman on the Lake Shore & Michigan Southern at Ashtabula, Ohio, in 1912 and 1913. The yard fireman's wage in those days was 22 cents an hour for a 12-hour day, or 29½ cents if you worked on the road. The second year I was on the railroad, they bought larger engines. That boosted the pay to 33 cents an hour.

The fireman had to see that the train's lights were filled with fuel before starting out. The headlights used kerosene oil, the cab lights signal oil. Things are a lot different now.—Boyd Gilliland, Linesville, Pa.

Looking back from recent retirement, it was great to work almost 47 years for the Illinois Central. I miss the long-gone smells of grease and engine smoke, the cinders, clanging bells, and haunting blasts of steam whistles. Yes, those were the days! Can I ever forget the hustle and bustle in Harahan Yards, the old oil lanterns sputtering, an excited yardmaster yelling? Everybody seemed to be working to get the dispatch freight to New Orleans out of Chicago on time. Our goal was for her to clear Orleans Junction by 12:01 a.m. With that chore done, we could relax a little, take a slug of chicory coffee, and then get back to the old grind.—E. C. "Red" Redmond (no address).

Recalling old days on the Cotton Belt road, J. E. McClain of Pine Bluff, Ark., says he was just 17 when he ran a Shay, No. 8, a three-cylinder geared loco. "On Sundays we did our own repair work," he adds, "but were not paid for Sunday jobs."

BACK in 1911 and 1912 I was pounding brass for the Grand Trunk Pacific in the Canadian wilds at Touchwood, Saskatchewan. It was a lonely job, with little work to do, but I had some female companionship which I'll tell you about. Right now I am thinking of one bright afternoon in late fall when the woods were thick with red and gold leaves, the squirrels were hoarding nuts for the winter, and a warm rich haze filled the air. I heard the weirdest noises coming down the rough dirt road toward the old boxcar which served me as a home as well as a telegraph office. Not knowing what was up, I took down my 44-40 Winchester carbine from the wall and waited.

The creaking and screeching drew closer. At length I caught sight of a ponderous, brownish-red ox pulling a vehicle that caused a racket because it had no nails nor any "civilized" parts in it nor were the axles greased. I knew that frontiersmen made those carts of willow and cedar wood bound together firmly with rawhide. One of them could carry a load of 1,000 pounds.

Realizing that this might be the last such cart I'd ever see pulled by a single ox, I studied it carefully. The ox was a Devon, a sturdy breed that England is famous for. Indeed, one fine animal! But where was the driver? I never did find out. Maybe he met with foul play on the road; but if so, why hadn't the murderer stolen his property? Possibly a cougar had killed and partially devoured him. The mystery still haunts me, even today, 60 years later.

I could see that the big, patient beast was tired and hungry; so I unyoked him and gave him some of my own leftover food consisting of sourdough and cold porridge, which he ate with gusto. After that the Devon made himself at home, nibbling the lush grass and bushes that grew profusely around my trackside office. As I was short of grub, my supply being delivered only twice a month by a train crew that stopped briefly at Touchwood, I peered into the cart for something to eat. Sure enough, I discovered a half-sack of flour which, strangely enough, was not bug-infested. There were also a small slab of bacon, dried beans, coffee and tea, sugar, and even some whiskey in the bottom of a stone jug. This cache would supply many meals for myself and the very few visitors, mostly two females, who drifted into my quarters.

Then the hardware caught my eye. Under the flour bag were a 41 Colt six-shooter, the wicked-looking type that Billy the Kid used to raise hell with; and several Mexican pesos, and two or three shiny U.S. silver dollars with a suspiciously new look. Hidden away on the floor of the cart was a device resembling a bullet mold. Locating some lead, I melted it down, poured the hot metal into the mold, and out came—an American lead dollar! Thereupon I sat down at my telegraph table and tapped a message to the "Mounties" at Melville, Saskatchewan, reporting what I had found.

In due time two Canadian policemen rode up on handsome horses, seized the counterfeiting mold, and then followed the ox-cart's trail through the brush

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country without seeing any trace of the missing driver. So the Devon ox, with the cart and the bulk of its contents, were mine to do with as I liked. I rejoiced in this good luck.

During my long career as a boomer in Canada, the States, and Alaska, I enjoyed the love and companionship of more than a few women. While stationed at Touchwood in the wilderness I had a crush on a fiery Hungarian girl with long black hair, flashing dark eyes, and the most perfect legs you ever saw. Her name was Sodia. Her father worked as a farmer and a trapper. I gave him the ox, since the previous owner had not shown up after some months; and the frontier-type cart wound up eventually in a Saskatoon museum.

Another female I was very fond of in those days was the graceful daughter of a lean and wrinkled Cree Indian named John Stickwan. I don't remember the girl's name but will never forget her sweet bronzed face, her shapely figure, nor the scornful ring of her laughter. Neither will I forget the way her warm slender arms reached around my shoulders and chest while I sat at the little telegraph table copying train orders for the Grand Trunk Pacific. That damsel liked to tease me, especially when I was working. In my mind I can see her even now, six decades later, as if it were yesterday, and can still feel the hugging pressure of those arms. Anyhow, not being a drinking man myself, I gave her father the "firewater" in the stone crock.

On different occasions, the Indian girl and Sodia shared the viands I had found in the oxcart. As for the Colt six-gun and the pesos, somebody stole them from me. I never knew who did it. Maybe one of those two wild, blessed, young women. If so, she was more than entitled to them, judging from the happiness she bestowed on me. Life was free and adventurous in the long-ago railroading in Touchwood. And when I finally pulled up stakes to hit the boomer trail again like a Gypsy, I left an important part of youth behind me forever in the Canadian wilderness.—George J. Gale, 2527 Buker St., Olympia, Wash. 95801.

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SEVERAL readers have asked for a list of all of our *Interesting Railfans* to date. Well, here it is, with the issue featuring each one. Grahame Hardy was No. 1 because he was reputed to be the world's largest dealer in railroadiana. But the numerical order of the other names means nothing. It does not indicate the relative importance of any individual. The seven men marked (*) are deceased.

1 *Grahame Hardy, April 1961
2 Albert C. Kalmbach, June 1961
3 *Lucius Beebe, Aug. 1961
4 *Owen Davies, Oct. 1961
5 David P. Morgan, Dec. 1961
6 *Charles E. Fisher, Feb. 1962
7 George M. Hart, April 1962
8 Edwin J. Quinby, June 1962
9 Rogers E.M. Whitaker, Aug. 1962
10 Fred A. Stindt, Oct. 1962
11 Rosemary Entringer, Dec. 1962
12 Edwin P. Alexander, Feb. 1963
13 Wilbur T. Golson, April 1963
14 John W. Barriger, June 1963
15 Donald Duke, Aug. 1963
16 Gerald M. Best, Oct. 1963
17 H. Reid, Dec. 1963
18 Otto Kuhler, Feb. 1964
19 *Frank P. Donovan, April 1964
20 Robert W. Richardson, June 1964
21 Arthur D. Dubin, Aug. 1964
22 Robert T. Hess, Oct. 1964
23 William S. Young, Nov. 1964
24 Horace W. Pontin, Dec. 1964
25 Alvin F. Staufer, Jan. 1965
26 Bronette S. Ehrlich, Feb. 1965
27 James A. Brown, March 1965
28 Ward Kimball, April 1965
29 Paul Carleton, May 1965
30 Henry W. Griffiths, June 1965
31 Warren B. Crater, July 1965
32 Adolph Gutohrlein, Aug. 1965
33 Francis A. Guido, Sept. 1965
34 Everett L. DeGolyer, Jr., Oct. 1965
35 Edison H. Thomas, Nov. 1965
36 Hal Wilmunder, Dec. 1965
37 Paul F. Garde, Jan. 1966
38 James Scribbins, Feb. 1966
39 Cecil J. Allen, March 1966
40 C. William Jernstrom, April 1966
41 William K. Viekman, May 1966
42 Ron Ziel, June 1966
43 Henry N. Johnson, July 1966
44 Arthur L. Lloyd, Jr., Aug. 1966
45 Carroll C. Stahl, Sept. 1966
46 Elwood White, Oct. 1966
47 Irene Lewis, Nov. 1966
48 Omer Lavallee, Dec. 1966
49 Col. James G. Bogle, Jan. 1967
50 Robert G. Lewis, Feb. 1967
51 Thomas C. Shedd, March 1967
52 *E. Harper Charlton, April 1967
53 Ruben Levin, May 1967
54 Fred Arone, June 1967
55 Dorothy A. Laughlin, July 1967
56 William M. Moedinger, Aug. 1967
57 Richard J. Murway, Sept. 1967
58 Stephen D. Maguire, Oct. 1967
59 Sy Reich, Nov. 1967
60 William C. Midcap, Dec. 1967
61 Alice A. Ramsdell, Jan. 1968
62 Charles M. Clegg, Jr., Feb. 1968
63 Don Wood, March 1968
64 Ted G. Wurm, April 1968
65 Russell P. Middlebrook, May 1968
66 Gilbert A. Foss, June 1968
67 Anthony Haswell, July 1968
68 Herman Rinke, Aug. 1968
69 Howard N. Barr, Sr., Sept. 1968
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72 Michael A. Eagleson, Dec. 1968
73 Jack M. Fesco, Jan. 1969
74 Clinton Jones, Jr., Feb. 1969
75 Jack Emerick, March 1969
76 Ronald V. Nixon, April 1969
77 Arthur W. Weber, May 1969
78 Walter A. Appel, June 1969
79 Ivan W. Saunders, July 1969
80 Douglas E. Cummings, Aug. 1969
81 *Roy D. Graves, Sept. 1969
82 Merrill O. Skidmore, Oct. 1969
83 Harold K. Vollrath, Nov. 1969
84 William D. Middleton, Dec. 1969
85 Dr. Philip R. Hastings, Jan. 1970
86 W. Graham Claytor, Jr., Feb. 1970
87 Alan Pegler, March 1970
88 Spencer Crump, April 1970
89 Elmer M. Steuernagel, May 1970
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91 Charles B. Pennypacker, July 1970
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102 William S. Webber, June 1971
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104 Gary G. Allen, Aug. 1971
105 Donald S. Robinson, Sept. 1971
106 Dwight A. Smith, Oct. 1971
107 Ira L. Swett, Nov. 1971
108 Nathan King, Dec. 1971
109 Howard F. Greene, Jan. 1972
110 Michael Koch, Feb. 1972
111 Jim Edmonston, March 1972
112 Bishop Herbert Spaugh, April 1972
113 Robert L. Hogan, May 1972

A large walkie-talkie was used by the conductor of a Canadian National train while it was waiting at the station in Brockville, Ontario, last June 19th. At the left you can see the Ottawa section of this train drifting in from Smiths Falls, Ontario, on Canadian Pacific trackage.
Photograph by Hugh L. Strobel

Helper UP No. 5503, 2-10-2, cannonades her defiance to rugged mountain area behind heavy freight during days of steam. Helpers ordinarily hooked on ahead of caboose.
Photograph by late Herbert Sullivan, Placentia, Calif.

Early Spaniards named the yucca-timbered trough extending down the west slope of Southern California's San Bernardino Mountains "Cajon," meaning long box. Through this defile the Santa Fe made surveys in 1881; ran its first train over the Mojave to Summit and down the Pass into San Bernardino on Nov. 15, 1885. Today the road grants trackage rights to both Union Pacific and Southern Pacific. When the pass was doubletracked in 1913, an easier eastbound climb was secured by building a completely new line to the west of the original 3.4 percent grade between Cajon and Summit. The new line is two miles longer than the first, but maintains 2.2 percent as the maximum upgrade anywhere on the pass, although the heavier gradient is still used downbound.

Two boys stand transfixed by the awesome power of these multi-unit Southern Pacific freight locos on an eastbound train about to descend at Hiland, Calif., just above Summit station site, for Colton and beyond, Jan. 2, 1972. It is a 3800-foot drop from here to the Mojave Desert.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Old tree stretches out arms as if to grab Santa Fe's hi-level *El Capitan* rounding a curve enroute to Chicago.
Don Erb, Santa Fe Railway

Pretty little graphite-faced Santa Fe Pacific helps *Grand Canyon Limited* in long-ago portrait.
Photograph by late Herbert Sullivan

A hoop for the helper and the hack. A good close-up of Santa Fe No. 3895 as she blasts her way by Cajon station in the "San Berdoo" Mountains on the Los Angeles Division. She's lending aid to an eastbound extra. Note hogger has crossed over from the right side in readiness to grab the flimsies himself, rather than wait for fireman to do so.

H. L. Kelso, 3139 Hollypark Drive, Inglewood, Calif. 90305

UP No. 604 heads passenger train up tortuous, serpentining track that leads to Summit and a little breathing room ahead.

Stan Kistler, Box 4068, Pasadena, Calif. 91106

A westbound Union Pacific freight begins the descent of the Pass following a stop at Summit to turn up retainers in November, 1950. Travelers, passing through Summit some thirty years ago, cast a rather startled eye on the spectacle of a streetcar perched on the hillside in the rear of the station. It was the old Los Angeles Railway funeral car *Descanso*. Any info?

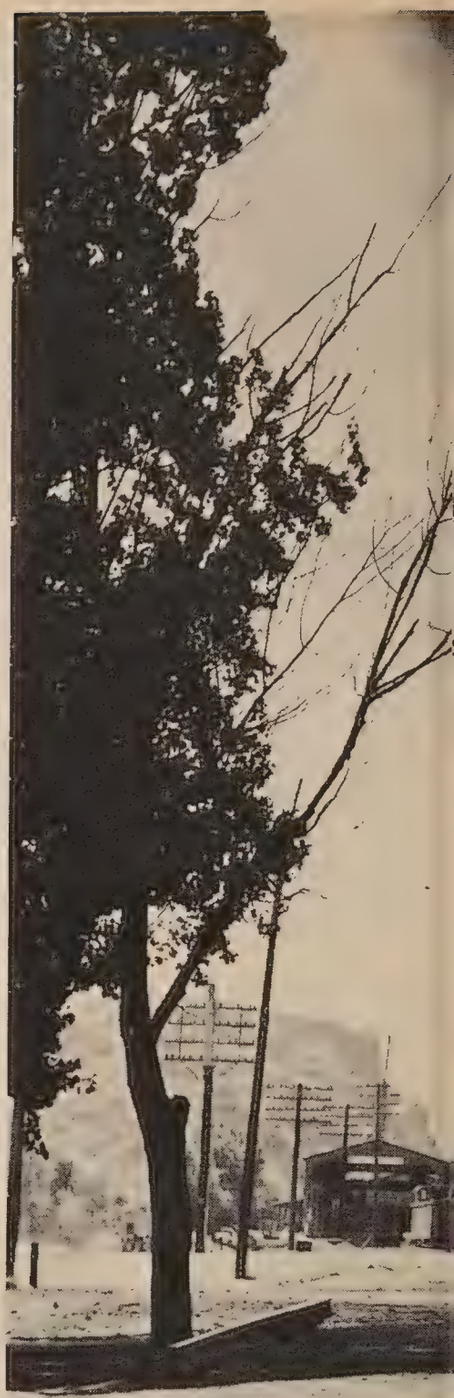
Photograph by Donald Sims

Four-unit SP freight train with 117 cars growls way through Pass on New Year's Day, 1972. Snowman stands sentry at bridge.
Photograph by Gary G. Allen

SOUTHERN
PACIFIC
SOUTHERN

Photograph by Gary G. Allen

Lady with a dog in lonely outpost: Mrs. Leah Rosenfeld, SP operator at Hiland, Calif., and Spot make ready for the arrival of eastbound train, January 2, 1972. Snow, not uncommon for area, never reaches depth characteristic of the mountain passes in northern California or icy Cascades in State of Washington.



"Extra west." A pair of Santa Fe 3800 2-10-2's collaborate in battle of stack music wheeling a westbound drag over the San Bernardino Mountains in June, 1946. The doubleheader is shown leaving Victorville, Calif., where the Mojave Desert meets the mountains. Place was where the westbound trains used to pick up their steam helpers for the climb up the eastern side of Cajon. The line from Victorville to Summit is much less rugged than on the west side but is of the same pattern following a canyon all the way. This track, from Mojave through the Pass, provides a pathway up through the mountains and then dropping down to San Bernardino, 50 miles southwest.

H. L. Kelso, 3139 Hollypark Drive, Inglewood, Calif. 90305

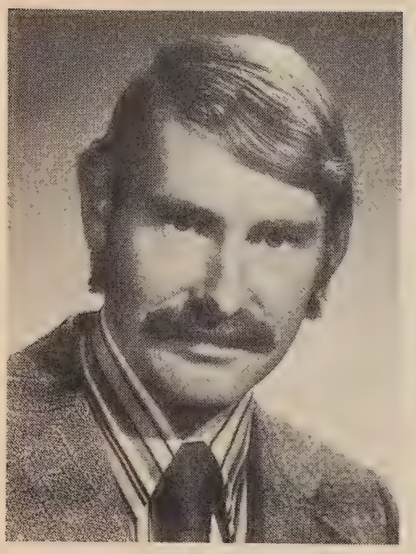
UP Centennial locos wind their way through the mountains to Summit, August, 1970. Between Cajon and Summit the two main lines on the eastward run are so widely separated at some spots that they are out of sight.
Henry W. Brueckman, Box 1545, Vallejo, Calif. 94590

UP doubleheader passes milestone on Pass while (right) Santa Fe Atlantic No. 1468 gives the *Chief* a helping hand.
Steam photos on these pages by late Herbert Sullivan

Santa Fe, 4-8-2, No. 3748, is pulling the old *Navajo* and accepting the challenge of the Pass at Alray, Calif., with no helper in this Depression era scene when lone engine sometimes was used. Helpers became popular with heavier trainloads.

UP Mike No. 2713 adds her tractive effort to help passenger train up Pass in days of steam.
Photograph by late Herbert Sullivan

7019
2713



INTERESTING RAILFANS No. 113

ROBERT L. HOGAN

by FREEMAN HUBBARD

Railway Appliance Research Limited's 3-truck Shay No. 115 moves back toward the loading bin for some late afternoon switching at North Vancouver, B.C. wharves May, 1969.
All engine and train photos by Robert L. Hogan

BOB HOGAN'S biggest mistake was postponing his birth date until January 8, 1944. A guy who loves to photograph steam power as he does—you might call him the Mike Eagleson of the West Coast—should have come into the world at least ten years earlier when steam was in its bright Indian summer. Although Bob tried to atone for this delay by shooting oilburners in Mexico while he could, even on his honeymoon, that is no excuse for the poor judgment he showed in picking so recent a natal year.

Far from being ashamed of it, Bob still resides in his birth-city, Oakland, California. He is employed in the Central Bank of that town and uses its letterheads so often that we thought for a while he was living in the bank. As advertising director of Central Banking Systems, Inc., he works for one of the nation's multi-bank holding companies that operate financial institutions.

His wife is the former Miss Janice Marie Carlson, a beautiful creature with long brown hair, bewitching green eyes, fine classic features, and boundless enthusiasm. Boy, is he lucky! The Hogans are hill-billies, living at 2250 Pelham Place in Oakland's wooded hills. Tall stately pines and cypresses surround the house. From its front door you can get an eyefull of the distant turrets and battlements of San Francisco. Also the sparkling blue, but polluted, water of the bay—no longer activated by Southern Pacific train-ferries because of two great bridges, the Golden Gate and Bay spans, both visible from 2250 Pelham Place.

So the Hogans have a cozy house within sight of civilization. Why then, the neighbors wonder, do they gallivant around so much to photograph engines and trains, the latter being an antique mode of travel that some Americans still remember? Yes, they both do it—click cameras, we mean. Jan not only tolerates Bob's hobby but makes colored slides of railroad scenes herself while he concentrates on black and white. Our September '70 issue, page 66, showed a rear-end view of Jan and a girl friend shooting Nickel Plate 759.

Another California photographer, Virgil C. Staff, noted for his pictures of slick chicks posed nonchalantly beside San Francisco trolley cars, describes Bob as a "youthful, happy exuberant individual with expensive camera equipment which he obviously knows how to use."

We had a little difficulty in lining up facts for this article, and sent out some very pointed letters in order to get them. Bob comments: "Your correspondence was such that one fellow phoned me to learn if I was being sued or something. It seems that this strange guy Hubbard wanted a lot of real personal information about me, and was he for real or not? Well, that really made my day."

Railfan 113 started hobbying as a kid with the usual wind-up tinplate train, graduated into scale models in HO gage, and won a few model-building contests. Then he and a pal, Rich Todd, armed with Argus C-3 cameras, took off for the redwood country of northern California. There they made their first snapshots of a real railroad, the Northwestern Pacific. They were surprised to find a seldom-operated 2-6-2 puffing away as re-

Shopman checks fuel oil level on tender of Union Pacific's 8444 at Ogden, Utah, during the stopover on May 10, 1969.

placement for a broken-down diesel, switching the Pacific Lumber Company mill at Scotia. What's more, the lads managed to ride the logging caboose.

A short time later they drove to Yreka in the same state for their first fantrip, joyously riding a freight doubleheaded with 2-8-2's under sponsorship of the Pacific Locomotive Association. By that time Bob was really hooked; and ever since he has been driving or riding with Jan to photograph trains. Somewhere along the way he parted with his faithful old Argus C-3, bought a used Bush 4X5, a Speed Graphic 4x5, and then switched to a Linhof 2¼ by 3¼ and a pair of Nikon F's for color. Nowadays the Linhof takes care of all his b&w work.

"A big advantage of rail photography," he muses, "is getting outdoors. Jan and I have chased trains over much of North America. Sitting on a grassy hillside with a camera waiting for one gives you time to think and a chance to observe some of the more meaningful things of life, such as spring crocuses or a V-shaped flock of wild ducks flying north high above you. A photograph should record more than merely the passing of a train. It should capture the mood in a way that the viewer will understand. A dramatic shot of a baggage cart, a porter, or a vase of roses on a dining-car table is just as much a part of the railroad scene as a 4-8-4 crashing down the main at 70 per.

"Train photography is both fun and hard work, as anyone knows who has sweated out a train in the hot desert sun of Arizona or been half frozen while following your hobby in the Sierras' winter snow. Often you may hike many miles and then wait hours for a late train to show up. The kind of picture-making that impresses me most calls for self-sacrifice and devotion."

Bob Hogan is a sturdy six-footer with blond hair, blue eyes, a friendly smile, and a mustache like a British squire. Lean but not skinny. Like most railfans, he has no use for tobacco. "I don't smoke and never did," he says. "In fact, I can't understand why anyone who considers himself intelligent can puff cigarettes in the face of all the scientific evidence against them."

His excess of nervous energy does not permit him to sit still very long. He always wants to be doing something or going somewhere. He moves quickly and speaks and eats rapidly, almost like a dog wolfing a juicy bit of steak. Says he, "I'm a meat and potatoes man." He dresses well for office work, almost as fastidiously as the late Lucius Beebe.

About 2,500 of his own negatives are filed in his home, besides 2,000 color slides made by Jan and himself and some 500 8x10 prints. He never sells or trades negatives, nor does he collect railroadiana in general; but he has some timetables and brochures of Western roads, dating back to 1885,

Cowichan Valley Railway's 0-4-0 No. 25 swings across lake at Duncan Museum on Vancouver Island, B.C., May 24, '69.

Steaming, blower on and bell ringing NdeM 4-8-4 No. 3036 rolls into the Valle de Mexico roundhouse in 1968.

which his dad's partner gave him. Oh, yes, a headlight from a Milwaukee Road electric locomotive adorns his den.

The Hogans have no children but consider three cats as members of the family. One was born in a three-truck Shay, No. 15 of the West Side & Cherry Valley Railway. From time to time Bob's railfotos have appeared in our magazine, also in *Trains* and *Model Railroader*. He himself is on the editorial staff of the monthly *Pacific News* (P.O. Box 283, Burlingame, Calif. 94010) as well as its advertising manager. Says editor Karl R. Koenig: "Bob does virtually all layout work for our feature articles each month and occasionally writes a feature himself."

And Virgil Staff comments: "When Bob talks, people listen. He has a good vocabulary, makes friends easily, and is witty."

But Bob is not a joiner, and hesitated a long time before becoming a member of the Pacific Locomotive Association. He is now its public relations director and works with Henry Luna in organizing fantrips and promoting its Castro Point Railway at Point Richmond, California. Also, he does advertising for the West Side & Cherry Valley, a narrow-gage steam tourist line at Tuolumne in the same state. Bob prepares ads, brochures, posters, and billboards for them.

"For years," Virgil recalls, "I watched him hold a full-time salaried job while he was also, semester after semester, taking night courses to get a

college degree. He is always pushed for time, but I never knew him to be too busy to relax and ride with me on the Santa Fe's *San Francisco Chief* or the Western Pacific's *California Zephyr.*"

Right now he is doing a book on the *California Zephyr*, which he expects to have published this summer.

Dick Evans of KNEW Radio, Oakland, writes: "I know of many weekends when Bob has literally driven the tires off his Porsche in search of an undiscovered steam locomotive. Once he heard that a special Climax was being retired and would make her last run from a remote logging camp in Canada. With that news, he took a leave of absence from his Oakland job, flew to Victoria, B.C., rented an automobile, and drove all day to meet the deadline for that final run."

Says Bob: "One facet of my life style is a desire to be part of the entire undertaking. I can't be content to sit back and do one little part of a total task. Perhaps others are happier with such details, but I am not."

On a Canadian trip he aimed to get some shots of Shays working the Vancouver wharves, but a guard said no. Too many railfans had shown up before him and worn out their welcome. But next morning a CBC camera crew was filming a news special there. With his NBC press card (used in covering sports car race reports for a local radio station) Bob managed to horn in on the scene and take the pictures he wanted.

"As a public relations man, Bob Hogan is fantastic," enthuses his friend Ted Benson, some of whose photos we have seen in *Trains* magazine. "His help in the restoration of Pickering Lumber's Sugar Pine Railway for tourist operation last Labor Day week-end is a good example."

"Bob is not afraid to pitch in and get a job done," says John W. Lowe, general manager of the Pickering Lumber Co. at Standard, California. "He spear-

Jan Hogan enjoys traveling by rail on plush side via Santa Fe's *Super Chief* in April, 1971, and over the scenic West Side & Cherry Valley Ry. in '70.

Steeple-cab switcher No. 82 moves through the yard lead at the Milwaukee Road's Deer Lodge, Mont., facility May 18, 1969. No. 80 as standby is in roundhouse.

Black diamonds and hot weather give Bob (center) and Rich Todd a real sweat session helping two railroad men shovel coal into Delaware & Otsego engine No. 2.

headed the reopening of our railway. A helluva lot of work had to be done and time was short, but we made it. Bob, needing a haircut and shave, rode every train in that big push, giving talks and collecting tickets—all with a badly sprained ankle!"

Prior to that, for weeks our hero had practically lived at Lyons Lake Resort over week-ends while doing his bread-and-butter advertising job in Oakland.

"All of Sugar Pine's advertising and PR should be credited to him," Ted Benson tells us, "besides the time he spent in the mountains directing work on the railroad itself. The sight of Bob in a sports jacket climbing over a Shay boiler under an inch of grease, toting a graphite bucket, should have been recorded photographically, but it wasn't. Such a picture would have been a good human-interest shot.

"One rainy day last May, as the Sierra Railroad was resuming public excursions out of Jamestown, California, after a lapse of eight years, who should show up for the festivities but Alan Pegler, owner of *The Flying Scotsman*? I happened to walk by in grubby rail photographer's blue jeans and work shirt, and stopped inconspicuously to take pictures of the two men. Catching sight of me, Bob promptly introduced me to the great British industrialist."

Aside from railroading, No. 113 has a yen for Western history, especially of the California Mother Lode region and the lumber industry, including of course, logging railroads, and his beautiful wife shares these interests.

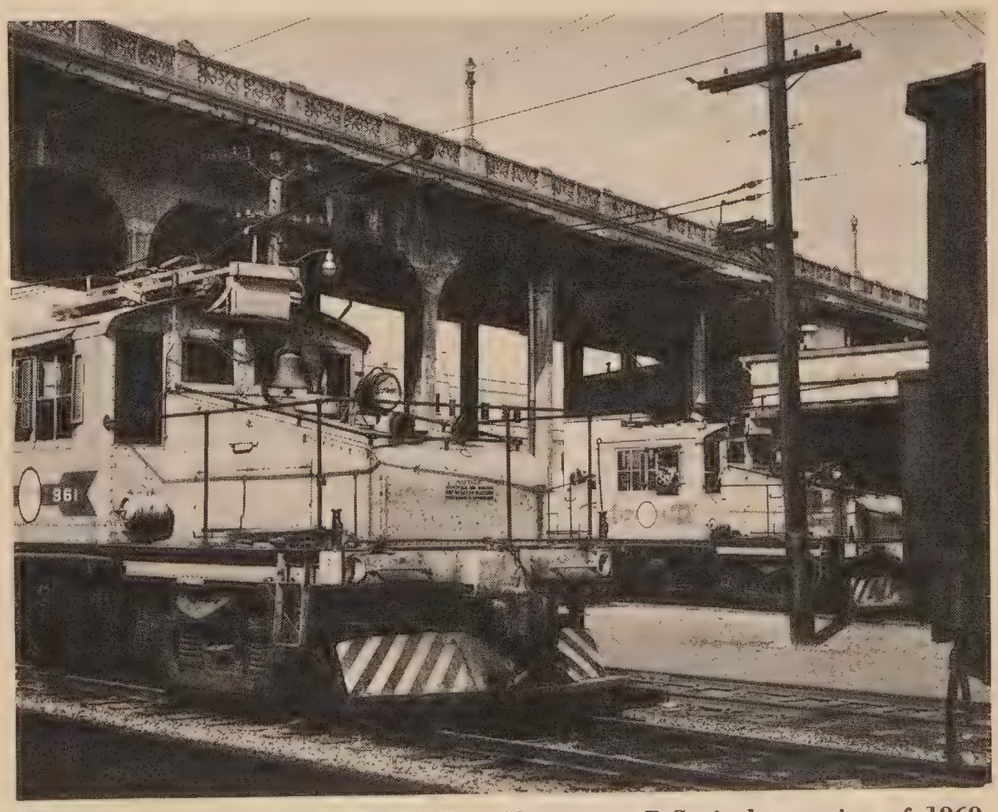
Virgil Staff's wife, LaVada, writes: "The first time I met Jan Hogan was on a winter trip behind McCloud steamer No. 25. We were not dressed for inclement weather. Before the trip was half over, Jan's feet and long hair were wet from the rain and snow, but her green eyes flashed enthusiasm. I realized then that she had two loves: one for her young husband, who was dashing about for pictures, and the other for steam trains. During the final days of the *California Zephyr* she chased that train with a camera, without Bob, who was gainfully employed, just so they would have photographs of it when the train itself was but a memory."

On a wet day last spring in the Mother Lode hills, Ted Benson and the Hogans were chasing Sierra No. 28 on the S-curve below Keystone.

"Watch Bob," Jan advised. "He'll spend more time running around the field checking angles than he will shooting. He might even get so involved that he misses the picture."

"Like a dutiful wife," Virgil tells us, "Jan not only is fond of trains, goes along with her mate on trips, and makes photos of what she sees, but often scrounges around old book stores in search of railroad books for him. They are a great couple, Jan and Bob, as well matched as a steam engine and its tender."

The Hogans' next objective is *apartheid*-ruled South Africa, where 2,300 steam locomotives are burnishing 1,350 or so miles of rail system. There is no hurry. That system is gradually being electrified, but is not likely to phase out the last of its steam before 1990. ●



Old BC Hydro-Electrics 960 and 961 in Vancouver, B.C., in late spring of 1969.

PASSENGER TRAIN SURVEY

SCL's northbound *Silver Star* at Okeechobee, Fla., Jan. 10, 1971. Looking on is pretty Stephanie Palmer of Fort Myers.
William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

A PRIVATE CAR on Penn Central's (New Haven) famous *Merchants Limited* brought passengers in Victorian period costumes into South Station, Boston, on the evening of January 27th. Music and revelry filled the drafty old depot as 5,000 helium-filled balloons with white satin streamers floated to the top of the cavernous waiting room. Tables with white cloths and bouquets of white balloons were surrounded by gilded ballroom chairs. It was a ball and banquet to benefit the South End Historical Society at $25 per couple. The proceeds are being used to help resore the handsome Victorian houses in the city's tree-shaded South End.

READER'S LETTER: I am surprised that your magazine hasn't printed anything about the non-Amtrak Southern Railway's *Piedmont*, Nos. 5 and 6, which became a mixed train, on a revised schedule, last June. It operates daily between Washington and Atlanta with about 20 cars of trailers, containers, and automobiles coupled on behind the passenger consist. Usually it has three baggage cars, some of which even carry mail, and two coaches.—Mark J. Shields, 218-F Craig St., Toccoa, Ga. 30577.

"SANTA FE'S *Super Chief* had a traveling experience over the Southern Pacific," reports B. Alan Stanwick, 1012 Hollowell St., Ontario, Calif. 91762. "After the Santa Fe had a derailment in the Midwest, the decision was made to transfer that train to Espee. The *Super C* started out on the larger road, which then had a derailment of its own. It rolled into Colton, Calif., last January 5th at 6:45 p.m. with the following train order: 'You'll come in on track 28 through the ice deck. Do not exceed 10 mph. You will change crews in front of the depot.' To get back onto the Santa Fe main line to Los Angeles, the *Super C* also traveled over a half-mile of Union Pacific transfer track, likewise at slow speed."

BETTER service on the Long Island Rail Road is foreseen in news that the Metropolitan Transportation Authority, which runs the state-owned LIRR, has signed a contract with Garrett Corp. of Los Angeles to build the world's first rail commuter cars powered by a gas-turbine-electric system. The $6.5 million contract calls for building a four-car train to be used as a prototype for evaluation in revenue service. General Electric will build an additional four-car train under a contract expected to be awarded shortly. MTA plans to order a fleet of such equipment to improve service on non-electrified commuter rail lines and on lines with partial electric service.

"The gas turbine-electric car (GTE) should put an end to the change-at-Jamaica ritual for thousands of commuters who now transfer between diesel-hauled trains and electric trains twice a day," says MTA Chairman William J. Ronan. "The new cars will operate on electric power in tunnels

like Grand Central and Penn Station, which are barred to fuel-burning locomotives."

The four Garrett GTE's are scheduled for delivery in October, 1973. After a three-month demonstration, they will be tested in passenger service on the Erie Lackawanna, the LIRR, and the Hudson, Harlem, and New Haven lines of Penn Central.

MTA's experience with gas-turbines dates to 1966, when a conventional coach fitted with a gas-turbine engine was tested for eight months on the LIRR. The same coach, with its gas-turbine equipment modified to operate on third-rail power as well, completed a year-long test in 1970.

AMTRAK brass collars smarting under criticism have lashed out at some carriers, charging that freight is being given priority over passenger trains and that lots of the equipment is neglected. *The Wall Street Journal* quoted an unidentified Amtrak official as saying: "The carriers weren't successful in passenger business. They don't want anybody else to be successful and they don't want anything to get in the way of their freight trains."

Three-car CNR Ottawa train stops briefly at CPR station at Smith's Falls, Ont., on a warm day in June, 1971. Section originated at Brockville, Ont., for run.
Hugh L. Strobel, 83 N. Union St., Burlington, Vt. 05401

INSTEAD of constantly seeking more passenger capacity and additional sources of revenue, Amtrak is turning down certain fantrips that would run over freight-only lines—routes dear to railfans' hearts. It is also rejecting occasional large groups, booked well in advance, to resort areas, sports events, and tourist spots—all of which would increase ridership on long-distance trains.

Last winter, Amtrak operated a special ski train from Los Angeles to Sun Valley over the protests of participating railroads. Only at the last minute did the roads agree to let it roll. The tardy decision prevented Amtrak from advertising the run or getting advance publicity. As a result the train, which could have been a real moneymaker, had only 100 passengers. Amtrak is now refusing to operate comparable trips because several key railroads won't let certain cars be coupled into their trains.

This matter was looked into jointly by the National Association of Railroad Passengers and the Association of Private Rail-Car Owners. These two bodies learned that the capacity and revenue potential were available in the form of more than 100 privately-owned cars with a combined capacity of thousands of passengers.

But on rail sidings across the continent most of these cars stand idle, according to NARP *News*, an indictment of Amtrak's ineptitude and the railroads' arrogance. Before Amtrak came, private cars moved with reasonable freedom over the rails.

With Amtrak's advent the railroads, led, surprisingly, by the usually reasonable Santa Fe, began to impose conditions clearly aimed at keeping private cars off the rails entirely. They include demands for $1 million to $2 million in cash bond or the equivalent liability insurance. Some carriers, again including the SP, refuse to move private cars under any conditions in freight service, thus leaving equipment that is off the Amtrak system completely stranded. Fees of servicing private cars in at least one instance more than doubled overnight.

Under their contracts with Amtrak, carriers receive 4 percent above their regular fees to cover liability. Railroads say this isn't enough because private cars pose a special risk, although these cars cannot move until they meet the Association of American Railroad's safety and mechanical standards. Repeated appeals by NARP, private car owners, and others to compel the carriers to live up to their contract obligations apparently fall on deaf ears at Amtrak.

ILLINOIS CENTRAL'S commuter trains in the south suburbs are losing the familiar *clickety-clack* of their daily runs and gaining a smoother ride. A Chicago Terminal track gang of 44 men is busy installing continuous welded rail in a 5½-mile area from just north of Harvey to south of Homewood. Meanwhile, new double-deck, air-conditioned, commuter cars, the *Highliners*, of which 130 were ordered for IC's electric line, are being received at the rate of 8 a month until all have been delivered next fall to the Chicago South Suburban Mass Transit District.

THIRTY Union Pacific passenger train cars have joined the circus. They were sold to Ringling Bros. and Barnum & Bailey Combined Shows for use in their red and blue circus trains. With this sale, most of UP's former passenger-car fleet has been sold. Amtrak previously selected 120 cars for its service. Alaska Railroad bought 30. Another 65 are being converted to tool and material cars and dining outfit cars for UP's maintenance-of-way department. Of the remaining UP passenger cars, several are under negotiation for sale to interested parties.

ACCORDING to *Rail Travel Newsletter* ($4.50 year, twice monthly, Box 9407, Berkeley, Calif. 94709), the *Sunset Limited* showed up for only 29 percent of its Los Angeles arrivals between Dec. 19th and Jan. 2nd, height of the travel season, the average lateness being 82 minutes. Another Southern Pacific train, the *Coast Daylight*, never once pulled into L.A. on schedule during that same period! Its average delay was three hours, 11 min-

utes. We had hoped Amtrak's complaint about the *Sunset's* 13.9 percent on-time record between Aug. 27th and Nov. 16th would prod the reluctant SP into improving its performance.

Harold Wanaselja, Amtrak vice president for operations, wrote indignantly to SP Vice President R.D. Spence that his company was "not making every reasonable effort to maintain the schedule . . . as is required" under the contract SP signed with Amtrak. He accused the road of "poor, if not negligent, dispatching."

After taking a tediously slow cross-country train trip, Congressman Lionel Van Deerlin, a California Democrat and member of the House Interstate Commerce Committee, became a sharp critic of Amtrak. He left Washington with his wife and daughter to go home to San Diego. Their ride to New Orleans on a non-Amtrak road, the Southern, was satisfactory. But out of New Orleans, the passengers were hauled by bus 165 miles to a point where they could board the *Sunset Limited,* because a barge had knocked out a railroad bridge. To make matters worse, according to Van Deerlin, "the SP forgot to bring our luggage on the same bus. That made us two hours late getting started."

At another point, the passengers had to wait six long hours while a derailed freight was cleared from the SP tracks. Van Deerlin was furious. "We sat on that damn siding an hour longer than it takes to fly me home from Washington. It looks to me as if the Southern Pacific is still running its own trains but is incapable of doing so."

He found the cars dirty and poorly maintained. Outside Tucson, one engine's air brakes locked abruptly, injuring some people. Then the *Sunset* limped into Phoenix at about 20 mph. From there the exhausted Congressman and his family flew home to San Diego.

"No one has done more than the SP to kill the nation's passenger service," he says. "People won't ride trains unless we keep them on schedule. If it's done in Europe and Japan, we can do it here."

FURTHER complaints about Western rail service featured a recent editorial in *Rail Travel Newsletter*:

(1) The *City of San Francisco* ran without a dome car at the height of the scenic snow season.

(2) The *Coast Daylight* has been running 1,375 miles between Seattle and L.A. with no lounge car, in violation of a directive by Secretary Volpe.

(3) Dining-car service on the *Starlight* is marred by an expensive menu, poor food selection, lack of linen, and especially by the fact that on the southbound run the last call for dinner comes at 5 p.m.! The diner is closed long before you reach L.A. Travelers to San Diego must either eat dinner in late afternoon (they are not told this when they board) or munch peanuts in the lounge south of L.A., where the diner is removed.

(4) The already overlong schedule of the *Starlight* and *Daylight* has been lengthened with each new Amtrak timetable publication. Riders tell of losing time while sidetracked for freights.

(5) The tri-weekly San Diego-Seattle train loses time switching cars at L.A., since SP adamantly refuses to start off the main train there facing in reverse and back out of the station onto the wye, as Santa Fe has always done with its *San Diegan.*

(6) SP maintains that no domes, except the old dome lounges (of which it owns five that Amtrak wouldn't buy), can negotiate the *Overland* and *Cascade* routes without special train orders to keep passing trains clear where tracks curve close together.

(7) SP will not run Santa Fe hi-level cars on the *Sunset Limited* until Amtrak pays for costly alterations at one point on the route to allow clearances.

(8) Finally, the daily through service to San Diego, which Amtrak announced in ads in early November, was quietly dropped Jan. 10th. Worse, the through cars of the tri-weekly *Starlight/Daylight* will be eliminated as soon as present reservations are used up.

Good grief, have that brakeman's eyes re-examined before he goes out again!
Drawn by Joseph Easley

CREDIT cards of American Express and Master Charge, in addition to the previously accepted Rail Travel cards, may now be used by persons buying Amtrak train tickets. Whether or not the continually expanding use of credit cards is, in the long run, good for the individual or the national economy is a debatable subject.

METROLINER service recently entered its fourth year after carrying 3,500,000 passengers and grossing $41,500,000 during its first three years. Roger Lewis, president of Amtrak, now running the Washington-New York service, said its record "proves the public will support clean, modern, high-speed passenger trains."

Ridership was 605,000 in 1969, the first year of service. It more than doubled to 1,253,000 in 1970, and jumped another healthy 23 percent to 1,635,000 in 1971. From one round trip daily service has soared to 12 trips using 49 cars. Twelve additional cars recently leased are scheduled to go into service soon.

Meanwhile, commuters have won a new battle to retain an "orphan" train, No. 193, that runs daily between Washington, Baltimore, and Philadelphia. Amtrak had disowned the train, claiming it was a commuter operation, and notified Penn Central it would no longer pay bills for the train. Whereupon the PC posted notices that it would discontinue the train.

Commuters raised a howl. Amtrak then backtracked, agreeing to keep the train as part of its operations, at least for the present. Whereupon PC tore down the notices.

PENNSYLVANIA'S Governor Milton J. Shapp says: "We should be rebuilding our railroads. I am not just talking about mass transit—I am talking about all railroads. Every other nation in the world is doing it. We are just assuming that railroads are a thing of the past, when actually they are the transportation of the future."

LAST mid-January, 24 passengers on a Canadian National train were stranded by snowslides for a day and a night before a Department of Transportation helicopter landed on the treacherous ice of the Skeena River in British Columbia and rescued them.

That aircraft made two trips in driving rain and winds gusting up to 60 miles an hour to land vertically on the ice, which was cracking under warm temperatures, and evacuated the passengers. Fourteen crew members were left to help clear snow away from the train, which was halted about 50 miles east of Prince Rupert while en route from Prince Rupert to Jasper, Alberta. Such winter accidents happen now and then in the high snow country.

Two subsequent slides behind the train and another in front effectively blocked its movement, although the train itself was not hit. Slides also closed the Yellowhead Highway between those two points. The train passengers appeared cheerful after their ordeal, saying they had been warm and comfortable and were well fed.

"We're glad to be alive," Cathy Kerr says fervently. "A huge slide crashed onto the tracks only 25 yards behind

us. If our train had stopped a little further back, we would have been buried!"

Meanwhile, a snowplow working from Terrace, about 50 air miles away, rescued a crew of 15 from a freight train also stalled by gigantic rushes of snow.

ELSEWHERE in Canada, it is freely predicted that Toronto's famous Union Station will disappear in about three years. Stewart Andrews says that Metro Centre Developments, Inc., of which he is president, is not considering the station's retention as a transportation facility within the $1-billion Metro Centre complex to be built over the next 15 to 20 years.

Although definitely committed to ending the historic function of Union Station, the company has agreed to consider incorporating its great hall into commercial buildings on the site.

The Canadian Transport Commission has ordered CNR and Canadian Pacific to continue operating all passenger trains in the Maritime provinces. This decision could cost the nation $1 million a month in subsidies.

Canadian National is looking at a possible successor to its embattled *Turbotrain*. The *Turbo*'s fate is expected to be decided before the end of March. Meanwhile, CNR is studying the LRC, developed by Alcan Canada Products, Dominion Foundries, and Steel Ltd. and MLW Industries. The train's builders say it can do everything the high-speed *Turbo* can, and better.

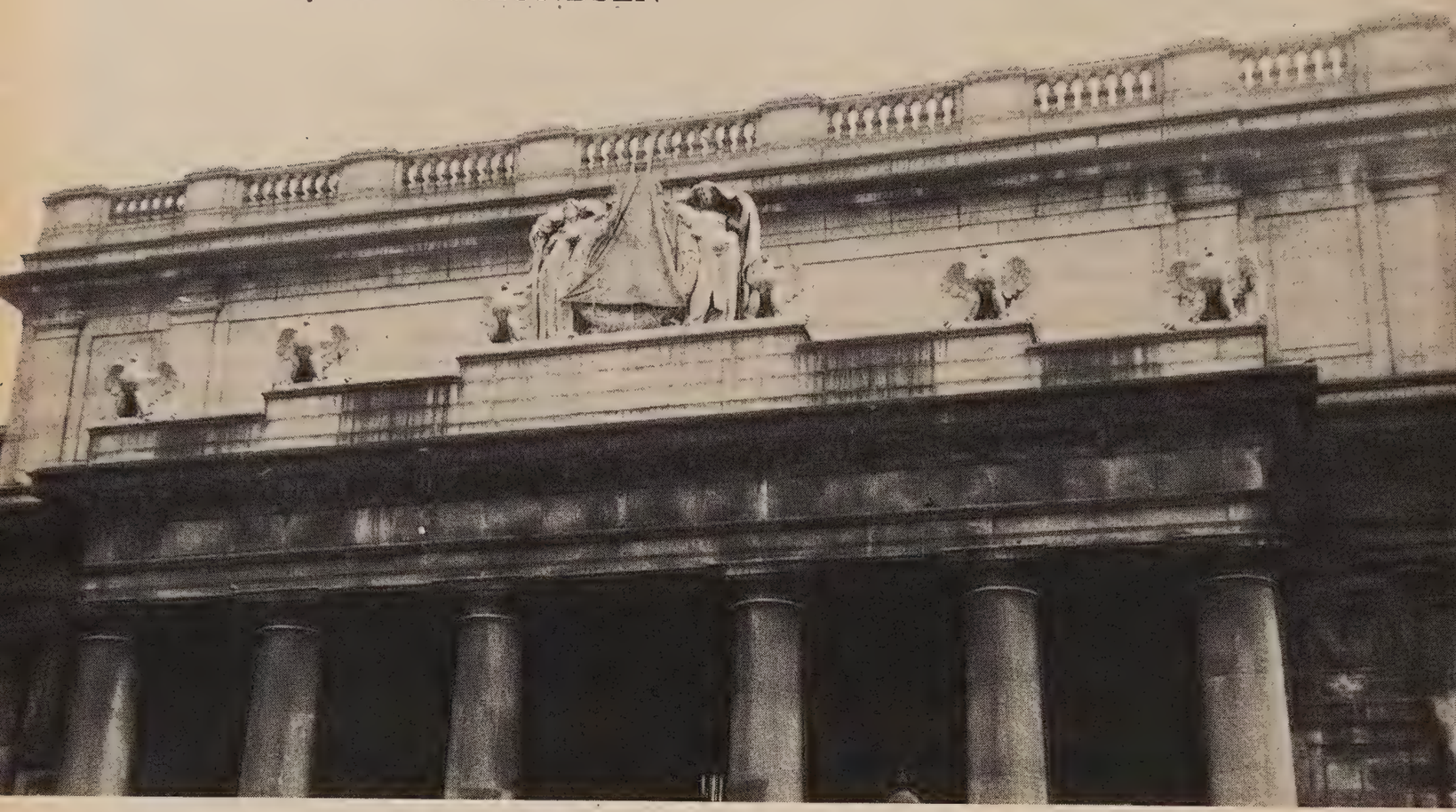
The 120-mile-an-hour *Turbo*, intended for the Toronto-Montreal run in time for Expo 67, made its debut almost a year late in December, 1968, and was plagued with mechanical problems until it was withdrawn from service in January, 1971. Between breakdowns, the train met its schedule only 60 per cent of the time. ●

Lorraine Wilkie, 595 Leaside Ave., Victoria, B.C., Canada

Deep snow in the Canadian Rockies. CNR train No. 2, the *Super Continental*, headed by diesel units 6505, 6601, 6604, and 6512, and trailing 19 cars two miles west of Jasper, Alta., Christmas Day, 1971. Temperature was 20 below zero at time.

Where Are the Penn Station Eagles?

by JOAN AMUNDSEN



Six of fourteen massive eagles guard famed 7th Ave. entrance to old Penn Station, New York City, where millions of travelers have poured to ride trains since 1910. How many took time to observe these magnificent "pink" birds atop station?
Photographs from collection of R. Amundsen, 12 Garden Blvd., Hicksville, N.Y. 11801

WHAT do you do with fourteen 5,000-pound "pink" granite eagles too magnificent to discard as junk? You give them away. To whom? To almost anybody who'll take them.

In 1910 those handsome birds with wings outspread began perching securely on a ledge high above the sidewalks of New York at a time when railroading was one of the nation's great and respected industries and when passenger trains were expected to run forever.

Architect Stanford White, who was widely acclaimed for his skill in adapting Old World structures to modern artistry, had been commissioned to design a superb new station for the Pennsylvania Railroad, then known as "The Standard Railroad of the World," that would do credit to the road itself and the city in which it stood. He did so, patterning it after the classic Roman Baths of Emperor Caracalla; and another distinguished artist, Adolph Alexander Weinman, sculptured the typically American eagles to grace its 7th Avenue facade.

The effect was beautiful. For fifty-three years New Yorkers had a Pennsy terminal to be proud of. But in 1963, after rail passenger service had fallen into disrepute, commercial greed triumphed over classic art. The monumental Penn Station, which had been built to outlast the centuries, like a fine Gothic cathedral, was torn down and replaced by a twentieth century monstrosity, known as Madison Square Garden and a 29-story office building, that cost $116 million. The railroad facilities were retained but discreetly hidden underground, like something to be ashamed of.

Meanwhile, the railroad company, swallowing its pride, sent out newspaper press releases offering to give various parts of the famous old station to anyone who would pay the expense of hauling them away. Hundreds of requests came in for the fourteen massive granite eagles. Choices were made on the basis of whether or not the recipients would

Big hook bites on to an eagle support cradle at left while workers lower proud 5,000-pound winged granite bird at right.

place the sculpture on public view.

These decisions were hard to make. The railroad gave preference to Philadelphia, its home base for well over a century. Four eagles were donated to the Fairmount Park Art Association in that city, representing what is believed to be the world's largest city park. Another went to Walter Annenberg, publisher of *The Philadelphia Inquirer*, the newspaper with the top circulation in the state for which the Pennsylvania Railroad was named.

Two of the fourteen huge birds remain in Manhattan and one is the property of a Manhattan school but is kept in the school's camp at Ringwood, N.J. The two, on granite pedestals in a garden-like setting on street level, watch over the Seventh Avenue entrance to the present subterranean Penn Central Station. The other one is really a tribute to pioneer locomotive builder Peter Cooper and Cooper Union for the Advancement of Science and Art which he founded.

Fittingly, an eagle went to the National Zoological Park in Washington, D.C., later visited Montreal, Canada, and is now back in Washington. Another of Weinman's masterpieces stands on the north side of the Long Island Rail Road depot at Hicksville, N.Y. Two were presented to the U.S. Merchant Marine Academy at Kings Point, N.Y., and one to Hampden-Sydney College in Virginia. One was exiled to Vinalhaven Island, off the Maine Coast, where it peers seaward far from its original "nest," far from any railroad.

Did the Pennsy make wise choices? It would seem so. The Fairmount Park Association is dedicated to the beautification of Philadelphia. Receiv-

National Zoological Park

Fairmount Park Art. Assn., Philadelphia, Pa.

Collection of R. Amundsen

(left) National Zoological Park, run by Smithsonian Institution, has its eagle perched at the concourse of bird house. (middle) One of four birds that stand on parapets at Fairmount Park overlooking Schuylkill River in Philadelphia, and (right) Cooper Union had its 3-ton gift taken to a grassy hilltop in northern New Jersey at Green Camp, in Ringwood.

ing its four birds in 1966, it placed them on four parapets overlooking the Market Street bridge which crosses the Schuylkill River near the Penn Central's 30th Street Station. George Roberts, an architect, member of the Association, designed the bases on which the sculptures were placed after they had been cleaned of half a century's accumulation of dust and grime. There is no doubt about their adding distinction to the area.

At the time New York's Penn Station was being demolished, Vice Admiral Gordon McClintock was superintendent of the Academy at Kings Point. In answer to his request, the railroad sent him two eagles by truck, with no transportation charge, as a patriotic gesture. The Academy is located on Long Island's north shore.

There were no dedication ceremonies for the eagles at Kings Point, but they get special attention twice yearly by means of a "water gloss" treatment. Each spring and fall a Public Works Department employe coats them with a clear silicone water repellant.

Perhaps the most loved and most cared-for of the fourteen specimens found its home beside the Hicksville railroad depot on Long Island. Through the efforts of Samuel Goldberg, a teacher of Latin, and his students at Hicksville High School, their eagle arrived on May 15, 1965, and was dedicated in a fanfare celebration. More than 300 news releases went out publicizing the event. Every high school department was involved in the event, from building the wooden platform designed to resemble a Roman temple to the flaming metal torches carried by three runners in Roman garb, for the eagle was also the symbol of imperial Rome. This one was draped in a purple-trimmed toga.

On the morning of the dedication, railroad workers grass-sodded the base of the pedestal. The Town of Oyster Bay installed two spotlights to illuminate the display at night, although eagles are diurnal birds. Each year around April 21st, to celebrate the founding of Rome, members of the school's Latin Club ceremoniously wash the sculpture.

While New York's new Penn Station was being built, Hampden-Sydney College in Virginia was planning a permanent memorial in memory of Charles A. Bernier and those graduates who lost their lives in their country's service since World War I. Bernier was an alumnus who had served the college as athletic director.

William Lashley, also a Hampden-Sydney alumnus and the Pennsy's vice president of public relations, sent an eagle to this college in 1968.

There was intercollegiate football rivalry between Randolph-Macon and Hampden-Sydney. One night, smart-alecky Randolph-Macon College boys quietly slipped onto the campus and stupidly painted the eagle in their own school colors, black and gold. Next morning, sandblasters were quickly put to work removing the paint before it could do permanent damage.

With an average of five million visitors a year to the National Zoological Park in Washington, D.C., it is possible that the likeness of an eagle most on public display is the one perched at the concourse of the bird house there. Some years ago the Zoological Park asked the Fine Arts Commission for some sort of sculptured bird, perhaps an eagle, to adorn its main entrance. Stuart Saunders, who was then chairman of the PRR board of directors, gave them one of the gran-

Another eagle is at "Yank's Corner" at Hampden-Sydney College in old Virginia.

ite eagles from New York. It was installed on June 12, 1965.

Two years later it traveled to a world's fair, to Expo '67 in Montreal, and made such a big hit in the Canadian city that Montreal's mayor asked if his municipality could keep the bird. It did, for a while; but the children of Washington missed it so much that in the summer of 1968 the eagle came back home.

Originally, the fourteen "pink" granite eagles of Penn Station were thought to have been quarried on Vinalhaven Island, off the Maine coast. Although Vinalhaven granite has been used for many public buildings, including the massive 60-foot columns of Penn Central's Philadelphia terminal, those eagles really didn't hatch in Maine. They are believed now to have come from a quarry in Milford, Massachusetts. All the same, the Vinalhaven townfolk took much pride in the craftsmanship of their stonecutters and felt that a Pennsy eagle would make an appropriate monument for the once-booming island industry. So they, too, were given one of A. A. Weinman's birds.

On Labor Day in 1966, it was dedicated on a parking lot in the middle of Main Street.

A determined group of students of both sexes from Cooper Union for the Advancement of Science and Art, in downtown Manhattan, appealed to Penn Station for one of the coveted eagles; and in June, 1965, Stuart Saunders gave it to them. Trucking and rigging for the gift was provided by local private companies. It took up residence on a hill overlooking the school's Green Campus at Ringwood, N.J. This area consists of nearly a thousand acres and is used the year round by students of the New York school who enjoy the rural setting. Not until after Cooper Union had received this work of art did it become known that Weinman, who had sculptured all fourteen birds, was an alumnus of the school.

These two stand guard outside O'Hara Hall, Kings Point on Long Island, N.Y.
U. S. Merchant Marine Academy

When the news of the razing of New York's Penn Station got around, Walter Annenberg, who was then publisher of *The Philadelphia Inquirer* and later became U.S. Ambassador to Great Britain, applied for one of the displaced birds. His request was granted. Annenberg paid for hauling the heavy piece of granite to Inwood, his 16-acre suburban estate at Wynnewood, Pa., where it remained outdoors for over two years.

One day he had a visitor. Gen. Milton G. Baker, superintendent of the Valley Forge (Pa.) Military Academy, talked with him about boys from the Academy who had died in their country's service. Annenberg suggested that his eagle might make a suitable memorial to them. General Baker liked the idea. At length on November 27, 1965, the eagle was dedicated as a solemn monument to the Academy boys who were sleeping out eternity in hallowed graves.

Although the American eagle is a vanishing species, due mostly to the vanity and cruelty of some sportsmen, not one of those from old Penn Station has passed from sight. They can be found today scattered from Maine to Virginia, where they are given more attention than they received in their fifty-odd years of nesting on railroad property in New York City. ●

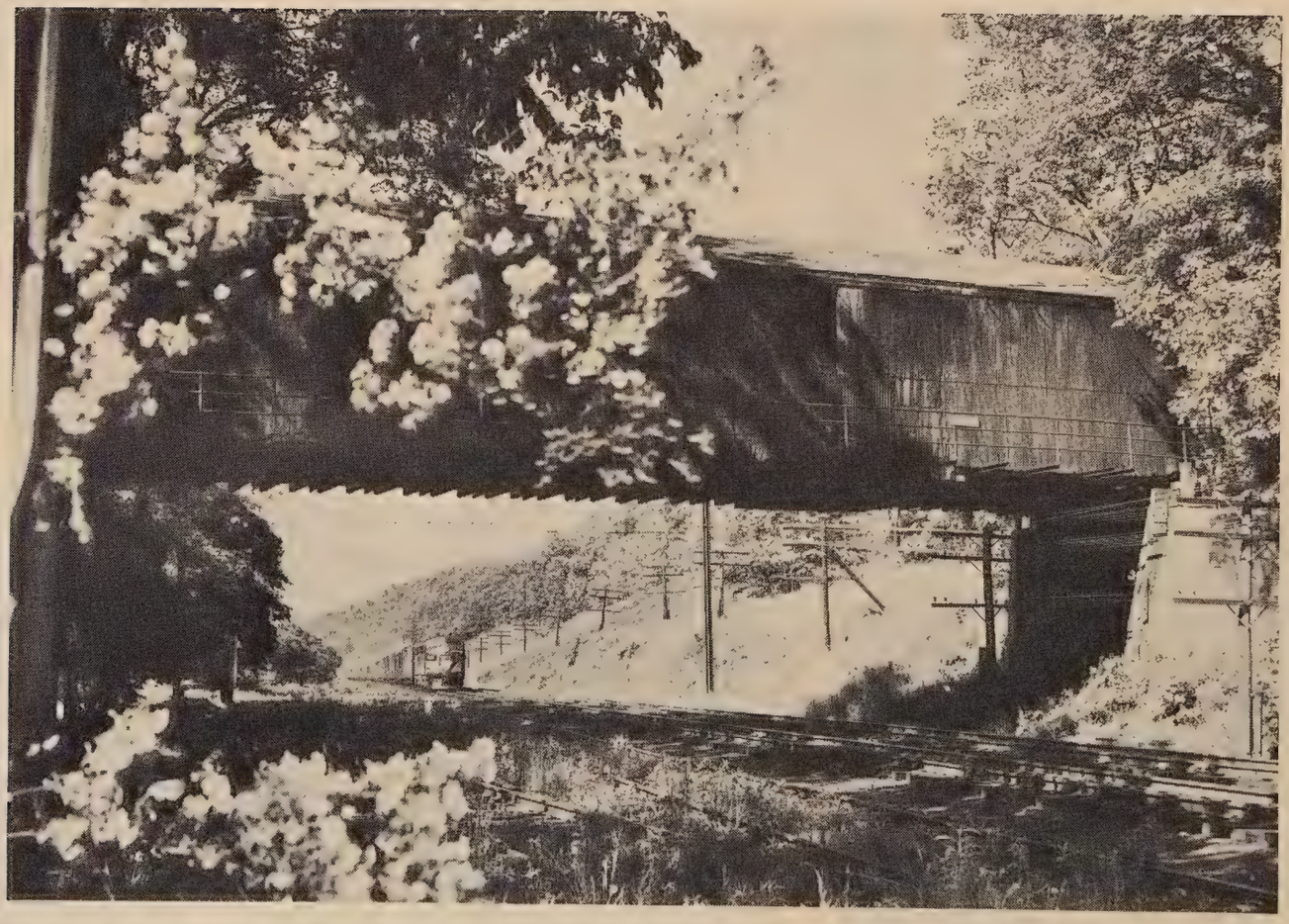
Photo by Lawrence Heinrich, Wayne, Pa.

Both photos collection of R. Amundsen

(left) At Valley Forge Military Academy, Wayne, Pa., one eagle serves as a monument to its Vietnam war dead. (middle) Another bird is on north side of Long Island RR station at Hicksville, and (right) a workman ties an eagle securely for a trip to Green Camp in N.J. The sculptor of all fourteen eagles, Alexander Weinman, studied for awhile at Cooper Union.

WINTER, SUMMER, AND FIRE

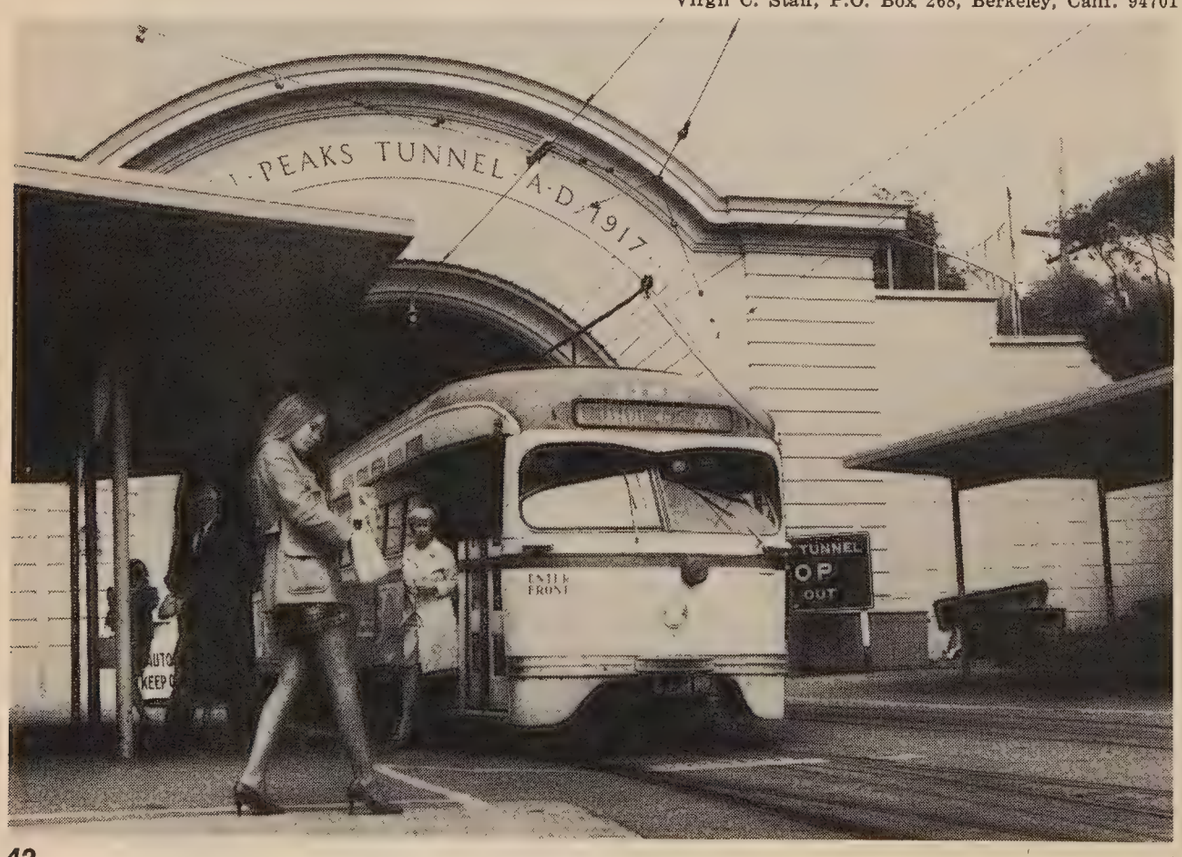
Three dramatic scenes of life and end of old covered bridge at Troy by Gene Baxter, 3145 6th Ave., Troy, N.Y. 12180. Winter portrait shows Boston & Maine's *Minute Man* getting underway eastbound out of town in 1948. Lush summer view in early 1950's captures a westbound B&M freight heading for city; and after vandals set the torch, another bit of Americana ended July 14, 1963. Many covered bridges still remain in the U.S., especially in the eastern sections.



PHOTOGRAPHS OF THE MONTH

South American steam: No. 2, a Mogul built by Baldwin in 1908, runs under blazing desert sun on Ferrocraril Tacna-Arica, serving Chile and Peru.
B. Thomas Walsh, 5620 Centre Ave., Pittsburgh, Pa. 15232

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

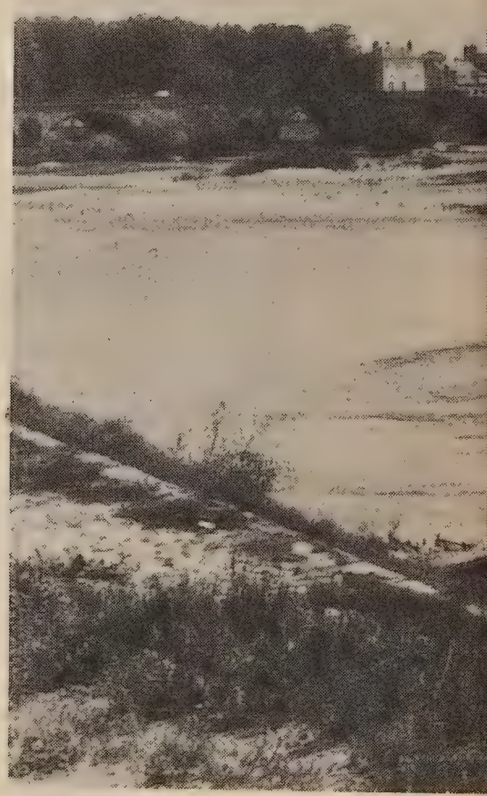


San Francisco "Muni" PCC No. 1156 at west portal of Twin Peaks Tunnel, Aug. 13, 1970. The damsel in the foreground is Miss Jo Ann Mikulin.

EMD switcher 454 crosses snow-spotted iron bridge on Erie Lackawanna branch at Lockport, N.Y., on a December day in 1970. Bridge makes an interesting pattern.
Ken Kraemer, 18 Elmwood Park West, Tonawanda, N.Y. 14150

William Lachenal, 8 rue Adrien Ricard, 38-Grenoble, France

CP Rail diesel unit No. 8584 looks like a lady getting hair-do in beauty shop.



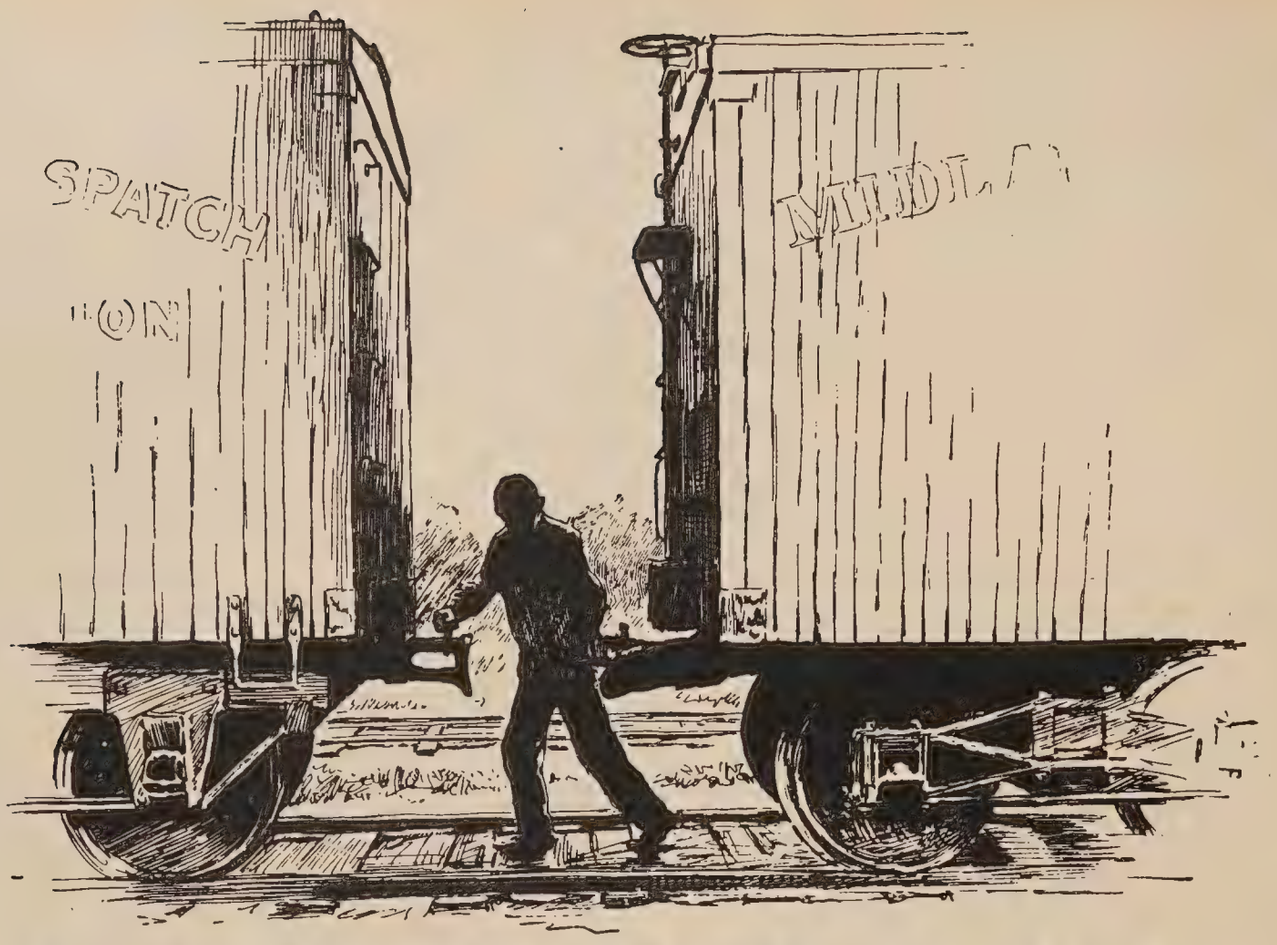
Elmer Treloar, 101 California St.
Highland Park, Mich. 48803

Before daisies bloom again, steam power will be gone forever from French National Railways. See photo feature by Madeleine de Sinety in April issue. While we are waiting for this gifted, beautiful, Parisian girl to cover steam's final run in her country for us, we offer two dramatic shots made in France by other photographers. (Above) Westbound freight crosses Loire River at Nevers. (Upper left) Mikado No. 141 R-1257, built in Canada by Montreal Locomotive Works, is shown at Grenoble, being one of 1,340 Mikes shipped to France from the U.S. and Canada in 1946-'48. As the last Canadian left in Grenoble, crews affectionately called her "Miss Canada."

Primitive loading of sand dome on last day of 1971 season's operation on the Livonia, Avon & Lakeville out of Livonia, N.Y. Photographer didn't tell us the names of these fellows working on the 2-8-0 Baldwin, No. 38, ex-Huntington & Broad Top Mt.

Dan Fink, Rte. 1
Mt. Morris, N.Y. 14510

Pin-up girl: Joan Finer in uniform of Northern Pacific stewardess at Illinois Railway Museum, Union, Ill., last July 4th as stewardess on open-platform Pullman observation car *Chief Illini* on steam train. Such girls add charm to railroading.
Bob Antkowiak, 1100 Plain St., Peru, Illinois 61354



THE SHOWDOWN

by E. S. Dellinger

A SHOWDOWN was near. Brakeman Connie Mathews felt certain of it that summer morning when he came in off the desert local and saw a message informing the Deserton office that three "mains" were rolling in from the west during the night. Mains brought trainmasters; those officials pried the lid off well-guarded secrets. Connie didn't need a crystal gazer to tell him that when trainmaster Pat Connolley arrived and found a conductor going to work with a hide full of liquor, that conductor's days were numbered.

Not even Bill Riley could be an exception, though Riley's name had stood for thirty years on company records without blemish. Friends overlooked his delinquency on grounds of the mental upheaval in his home life. His wife had run away with a slick character from San Francisco, and both of them had been killed in an automobile crash a week later. That started Bill Riley drinking excessively. But in the official code of the rail even that is no excuse. The man who slips must pay with his job or his seniority. If Pat Connolley should see Riley stagger into the yard office to take out a train, he would fire the old conductor.

This prospect was of real concern to Connie Matthews, for Connie had married the conductor's only daughter. He was thinking hard as he made his way that morning to Mrs. O'Hara's rooming-house, a frame structure partly shaded by tamarack trees. His mind was still troubled when he went to bed.

At nine o'clock the thermometer registered 112, and didn't fall one degree as the sun strode across the coppery sky and skidded toward the jagged black peaks on the desert's western rim. In Connie's room, the air sucked in by an electric fan was hot and sticky, and the steady drone of the

fan racked the sleeper's nerves. Now he scarcely noticed the noise; his mind was upset by thoughts of his father-in-law and the quart bottle in Riley's locker.

As six o'clock came, footsteps sounded on the cinder walk outside. Up the front steps they came briskly, then the screen door squeaked. Silently, Connie's bedroom door opened and Jimmie Gleason stood peering into the darkened chamber.

Jimmie was a bantam with milk-white hair, one good eye, and a glass one. In his early twenties he had handled hot news wires of the Associated Press in the East. Then he'd come to Deserton and was now issuing train orders and calling crews for the one regular eastbound freight and westbound passenger that rolled through Deserton between four p.m. and midnight.

Connie sat up in bed and raised the blind. His visitor shut the door.

"I'm calling you for the 7:25," Gleason said, his voice pitched low so as not to carry into the adjoining room. "If I was you I'd get out to the office as soon as possible. From the way things look now, you're likely to be conductor and three brakemen on the local freight."

CONNIE realized what he meant. When Bill Riley had gone haywire, his two steady brakemen had left the desert branch to avoid an inevitable showdown. The trainmaster had sent two Rule G boomers to fill the vacancy. Riley and these two were probably drunk by now, unfit to make up or run the train. If they were, Connie would have to handle the necessary brainwork. Immediately he wanted to know when local connections were due in from the west.

"In twenty minutes," the operator said. "I'm giving you an early call so you can get your train made up and have that guy out of town before the trainmaster shows up."

"What time do you expect him?"

"The first main is due in at 10:30. He'll probably come in on that one."

Dressing hurriedly, Connie set out for the yards with Jim. Deserton was no rushing terminal. It lay in the heart of southwestern desert, midway between two main stem connections nearly four hundred miles apart. The traffic usually consisted of one regular freight and one passenger train a day in each direction.

A low, yellow, wooden station house and telegraph office sprawled out beside the tracks. There was no switch engine nor roundhouse. Dismounted boxcars served the roadmaster and his clerk; three tanks furnished fuel and water for the oilburning engines. There were five classification and storage tracks, most of them chronically empty. On these tracks and the mainline, the local night crew cut and shuffled cars thrown haphazard into their train by an overworked yard force in the terminal about 200 miles west.

Connie headed for the office to study the consist of the incoming train. A Consolidation engine was hauling fifty-six cars, and 1610 tons. Bulk of the stuff—including five cars of company fuel oil, three of fresh vegetables, and thirty-five empty flats—was going into Montezuma, the desert metropolis 180 miles east. The remaining thirteen cars were headed for Coalberg, an intermediate branchline terminal. These were sandwiched in among the through ones so it would require at least an hour to break up the train and get them together.

Deserton's switch list showed three cars of hot asphalt for the State Highway Department billed to Solomon, a peddler ice car. One of copper ore, one merchandise, and two foreign empties to go east. Adding these to the 1600 tons which the train was bringing in, Connie figured on more than 200 tons out of Deserton, and close to 1800 over the controlling grade beyond Solomon. The engine rating over Solomon Hill was 1500 tons. If they took more, they would double the ten-mile grade where the branch crossed the divide into Montezuma Valley.

USUALLY when a crew was caught with doubling tonnage, the conductor set out enough dead freight in Deserton so he could go over Solomon Hill at one trip, especially if extra trains were on the line. He knew that 180 miles was a long run for a freight train doing local work. Connie consulted the operator as to what cars he might set out.

"I can leave twenty of these empty flats—" he began.

"You can't leave any of those empty flats," the operator cut in. "I've got two messages saying they can't be delayed."

"Is this company oil hotshot, too?"

"Nope," said Jimmie, "you can set out the company oil and that car of copper ore. You could leave them two empty foreign boxcars, too, if you want Bill to spend the rest of his life explaining why he didn't take 'em. The rest of the stuff has to go."

Connie refigured his tonnage. Without the company oil and the copper ore, it stood at 1494 tons east of Solomon. Between Deserton and Solomon, weight did not matter because the road was level.

"We can take the boxcars," he said. "Unless Bill muddles things when he comes in, we'll leave the copper ore, set out the five cars of company oil, put the train together and highball it out of town."

"Can you go before that first main comes?" Jimmie asked anxiously.

"I think we can," replied Connie. "If everything goes right, I can switch the whole train by myself and clear out before ten."

Gleason made a poor attempt to conceal his doubts. "I sure hope you do. If old man Connolley finds Bill Riley in a hilarious mood, Lord have mercy on his soul and ours."

The arrival of the local interrupted their talk. The incoming crew pulled into the passing track, cut off the engine, and turned her to the tanks for water and oil. Connie strode out to the platform and studied the train. He figured every move he would have to make in breaking up the freight and putting it together the way he wanted.

Soon Riley came over from town. He was a big man, and even his stooped shoulders could not conceal the fact. A year ago he'd walked erect, his ruddy face beaming like a round desert moon. Now lines were cut deep into his broad forehead, his eyes were sunken, his vigor was gone. Bill's slept-in khakis hung loosely, as he ambled along in a path of his own making. Not far behind followed the boomers along an equally angular route.

Seeing the switch lists in Connie's hand, Riley asked thickly: "Watcha got tonight, boy?"

"They've got a doubling train lined up for us," Connie told him, "but by leaving a car of copper ore and five of company oil, we can cut it to under 1500 tons and be out of town before the first main arrives."

Riley was drunk enough to want everybody, including his son-in-law, to know he was conductor of his train. Taking the lists from Connie's hand, he marched into the office.

FORCE of habit was strong. He sat at the table that night, but his deliberations were faltering and uncertain. After scanning the two lists he muttered to the three brakemen, "Heluva lot of switchin' to do tonight."

"We sure have," said "Windy" Dwyer, the swing brakeman. This squat grizzled individual had run trains and managed a busy yard before Rule G caught up with him. "There's mos' switchin' in this burg I've seen since I come here two months ago."

Connie listened. The others seemed too sleepy to break and make a 64-car train before the trainmaster arrived. Connie leaned over the desk to Riley and asked earnestly: "Could I handle the list for you tonight, and get the train together?"

"And why should you handle it?" demanded Dwyer. "You're no swing brakeman. I am."

Connie's offer cleared Bill's head a trifle, for he inquired sharply: "Are you trying to insinuate, that me an' the boys ain't capable of doin' our own work?"

"No," said Connie. "I just thought I might help out with the train and do you a favor."

"We don't need no help," snapped Riley, "an' we don't want favors."

"Tha's right, Bill," the head brakeman chimed in. "Let Mr. Matthews do his work an' we'll do ours."

Bill nodded his approval, and continued to go over the setup at great length with his cronies. Connie stayed in the office until the head man went for the engine; still Riley had no change in plan. He himself took charge of the switching. He ordered Windy to the field to set the brakes on the cars and keep them from hitting too hard when he cut them off. Then he told the head man to follow the engine.

Hot twilight was spreading across the desert. Shadows deepened on the east, where the rails circled round the peaks to cross the low dividing ridge, clouds were piling up heavily. Sudden flashes of lightning rent the night.

Connie entered the waycar. Broken glasses and cigarette stubs were strewn over the floor, and the air was stale. The bunks were unmade; the room was in general disorder. Even the contents of the first aid kit had been dumped out on the conductor's table, mercurochrome reddening the wooden top.

Repacking the box, Connie arranged the salve, bandages, mercuro-chrome, and bottle of antidote for snake venon, which every crew in desert carries. When he'd finished he hung the kit back on its two nails under the cupola and started to clear the mess. Hanging out the rear markers, he stood for a moment on the platform watching the engine clanking by with three men on the footboard, who could neither walk, see, nor think straight.

ALL THROUGH the hot desert summer when the mercury climbed to 120 and stayed there, the eastbound local hauled ice to the section men who kept the tracks along the hundred barren miles between Deserton and Coalberg. Conductors might carry tonnage in their pockets, or forget Rule G, but they never forgot to bring this "peddler" fee to the men who toiled and sweated in this desert hell.

The load was placed in the yard in an empty reefer. Before leaving the yards, Riley's crew backed their caboose and the ice car alongside the high warehouse platform. Using the platform as a runway, the hind brakeman nightly transferred the stuff from the reefer into the caboose. Later he could kick it off at the section houses as the train ran by without stopping.

This was Connie's work—transferring the ice to the waycar while the rest of the crew made up the train. The procedure was not varied now. In his first move, Riley picked up the ice car, coupled it into the caboose, then kicked both of them up the main line with Connie riding them. Riley kicked them hard. They were cut off at least ten miles an hour faster than usual, and Connie had to work furiously with a club to stop them on one brake before they ran by the platform.

But at last they stopped. Leaving them anchored securely with the caboose brake, he opened the double door of the reefer. There was a space about six feet wide between the car wall and the shoulder-high platform. To cover this space, he dragged a wooden bridge into the car door, and another into the door of the caboose. Then he got out his ice tongs and went to work.

At the east end of the yard, the rest of the crew were cutting and shuffling the train so as to get their short loads together at the head end, the through ones together at the rear. Connie paid little attention to their movements. It was quite dark now and the yard was growing indistinct. Yet even while walking backward along the platform dragging the ice and forward carrying the tongs, he noticed they were giving wild kick signs to the engineer who was obeying them as given.

Occasionally the bulk of a high car would loom up momentarily in the white light flashing in the east; then he'd hear a re-echoing boom as two cars met. The low cars were visible, even when headed his way. Meanwhile, conductor Riley, wishing to get the empty flats directly in front of his caboose, was switching them together on the mainline, preparing to shove them back into the caboose.

Connie didn't think they might couple into him without warning. Uppermost in his mind was the determination to get the train together and out of Deserton before trainmaster Connolley arrived. One by one he transferred nine of the 300-pound cakes, each time backing out of the reefer door ahead of the cake and dragging it over the runway, along the platform to his caboose. With one more to go, he was wondering how Riley was coming along with his work. As soon as he finished his job he'd go down and see. But he didn't go.

In the office Jimmie Gleason sat at the telegraph table staring out. He was smiling, but this vanished suddenly. His head jerked to one side as he fixed his good eye on a dark line moving rapidly in from the east end.

INSTANTLY he realized that this was the edge of the string of flatcars rolling swiftly up the mainline with no light on its end! His chair skidded across the floor as he jumped to his feet, and dashed outside, racing toward the platform.

Connie was just coming out with his last cake of ice. His figure showed in the dim light as he struggled to drag it along the uneven floor. Three more steps and he would have backed onto the bridge which spanned the gap between the car and the warehouse platform.

The swiftly moving cut of flats was almost into him. They came clicking over the rail joints scarcely thirty feet behind the operator. There'd never be time to mount the platform before they caught up, so Jimmie Gleason paused and yelled:

"Stop! Connie, don't come out!"

Connie turned toward the shouting and started to lean out the door of the refrigerator car. But as he lifted his foot he heard the noise of wheels hitting a rail joint. Without looking, he knew that Riley had sent a cut of cars up from the lower yard, and Windy had failed to catch them! There was no time even to grab hold of anything to steady himself.

Thirty-five empty flats came rolling

in as though the track was clear. They rammed into the reefer, which jumped half its length driving the caboose ahead. The impact jerked the wooden runway out of the door and the door clattered down to the track. Connie shot head-first for the slatted reefer floor, and at that instant the lights went out.

When he came to, the car was standing still. Jimmie Gleason was bending over him, wiping blood from his face with a handkerchief wrapped round a chunk of ice. The operator cursed Riley soundly, vowing to turn the drunk in, even if it meant that the conductor would have to quit railroading and go back to the hobo jungle.

The icy rag cleared Connie's head somewhat. Getting to his feet unsteadily, he went out to survey the damage. Though he expected to find the caboose or the reefer knocked off center, as far as he could see they were in good shape.

Then he went inside to get tape and bandages, only to find the kit had been thrown off its nails. The bottle of rattlesnake antidote had been broken by the fall, and spilled over all the contents. Angrily, Connie tossed it out on the warehouse platform and followed Jimmie into the office.

At 9:55, the conductor and his swing brakeman came swaggering into the office, bragging about their speed. They stopped when they saw Connie sitting on a corner of the telegraph table, his face covered with a dozen patches, and mercurochrome reddening his eyebrows. At once laughter filled the small room. Connie's eyes blazed, and an irate flush spread up across his features.

"Shut up, dammit!" he roared. "Next time you birds kick a cut of cars into me when I'm transferring ice, I'll come over and sober you up with a brake club."

But the boomer conductor kept laughing. A pair of ice tongs lay on top of the Western Union safe. Getting up from his chair, Jimmie Gleason reached over and picked them up.

"YOU heard what the brakeman said," he warned. "Now straighten that lousy face of yours, or I'll fix it for you. You can't half-kill a man where I'm workin', and then stand and laugh at him."

"Who half-killed who?"

"Figure it out, Riley," Jimmie retorted. "This boy was steppin' out of that reefer draggin' a cake of ice when you kicked them flats into him racin' a mile a minute. If he'd been out on that board, you'd have thrown him under the train and ground him into mince meat."

"He's been workin' around here long enough to know he has to keep his eyes open," said the conductor defensively.

"Sure, Riley," said Jimmie, "and you've been here long enough to know the rules. You've had almost three months to come to your senses and that's long enough. Show up again like you are tonight and I'll wire the dispatcher to hold up the train till we get a sober man. I'll not keep quiet till you kill a man."

Jimmie turned white around the lips. Dropping into his chair, he reached for his "bug" and called the dispatcher. Connie was afraid he'd report Bill then; instead, he called for orders. They came through quickly: a running order to Coalberg; a message warning the engineer to run under control through the mountains where a cloudburst might wash away track; finally, orders covering the three mains behind him. These were put on schedule superior to him, so he would be forced to run ahead or get into a siding to let them by. First train was due in Deserton within an hour; the others, at hour intervals.

As the op handed the orders and accepted Bill's signature, he said:

"These are the last orders I'll deliver to you while you're in that condition, Riley. If the trainmaster don't catch up with you tonight, you've got two days to think this over. It's up to you, because my thinking's done."

The train left town. Connie assumed that in making up the train Riley had left his excess tonnage in Deserton. That's what he'd have done ordinarily, but this night he cleared up the yard. They'd double Solomon Hill with 1800 tons, and certainly be stuck at the top of it for the first main. If the train was late they'd have to stay there for the others, too.

There was silence in the dingy, smoke-stained waycar. The engineer in the Consolidation's cab yanked the long train out of the yard and headed east through the desert. Windy Dwyer crawled into his bunk made of two coach seats turned together, and was soon breathing heavily. Connie cut the nine cakes of ice into chunks and tossed them off at the boxcar section houses as they rattled by.

Bill Riley, still drunk, slumped at his table while making out a messy set of reports.

IT WAS 10:20 when they left Deserton. They rolled into Solomon at the foot of the long grade leading up the pass and through the tunnel just two hours later. A dead hush lay over the seven boxcar houses where the section foreman and his men lived. Clouds hung down from the mountain ridge. No rain fell, but the air was ominously quiet.

The house track at Solomon was a spur with the switch at the west end. The only way an eastbound train could set cars there without shoving them ahead of the engine was to drop them. Making this drop was a two-man job, maybe three-man. When the hogger whistled for the Solomon milepost, Riley remembered the three cars of hot asphalt to be set into the spur.

He had no luck with Windy Dwyer. The brakeman was dead to the world and to Riley's shouts. With a curse, the inebriated skipper switched on his light and struck out for the head end. Connie went with him. Not a word was spoken as the two walked tandem alongside the train or while they cut off the cars and put them on the spur.

After pumping up the air, they were soon ready to leave Solomon. Twenty-five minutes later the engine bogged down on the hard pull and they stopped to double. Riley had been working on Windy all the way up the hill, rolling him around, shouting at him and trying to rouse him so he could cut the train and take it up in two pieces. The swing brakeman was awake now but groggy. Slowly he cleaned the wick of his battered oil lantern and started forward over the decks of the flatcars.

The first main was almost due behind them, and Connie went down the track to flag. He walked between the rails, keeping his light on them. This territory was infested with small rattlesnakes called sidewinders. On Solomon Hill they were thick as fleas, and the young shack was on the lookout for them. Tramping a safe distance down the track, he placed two torpedoes on the rail and returned partway to his train. Sitting down on a trestle, he waited for the engineer to call him.

The signal was a long time coming. When Dwyer left the caboose, his brain was still foggy. He forgot he had a long train, that all his heavy loads were in the forward half. He counted

off twenty flatcars and cut ahead of them leaving 400 tons on the rear, 1400 in the head. This was almost full tonnage for the engine, which dragged slowly up the ten-mile grade, killing nearly two hours.

Bill Riley bled the air out of a dozen flats, set the brakes, and carried the red light over to the head one. Placing it on the floor, he sat down to wait till his engine returned for the rest of the train. While he dozed a muddly little creature with shadowy splotches on its back and four fangs in its head slithered from among the tracks. Down into the cut and up along the tracks it came until it stopped between two ties. Directly under the rear of the caboose it coiled and settled to sleep.

Connie heard the brasses knocking when the engine was still a long way off, clanking down the hill. She coupled into the flats with the caboose behind, and the hogger called in his flag.

The first main was now long overdue. Seeing and hearing nothing of it, Connie left two warning guns below him, lifted the one from the trestle, stuck in a fusee in the end of a tie, and hurried back to his train.

With the engine coupled on and the air up, Riley and Dwyer had left off the brakes and were waiting for him on the platform. A hundred yards from it, Connie highballed the engineer. Bill repeated the signal from the right, the swing man from the left. The hogger answered by opening his throttle, and Connie trotted up to the waycar.

THE SLACK was going out of the train. As the young brakeman listened to the clang of bumpers and the rattle of beams, he turned onto the shoulder raised from the bottom of the cut. In the confusion of noise he heard another sound familiar to every desert brakeman—the angry buzz of a sidewinder coiled, ready to strike.

He couldn't tell where the sound came from, but as he caught the grab-iron to swing up the steps, he felt a stabbing pain in his leg between the top of his shoe and the bottom of his overalls.

Instantly he knew what it was. Up the steps he went, shoving aside Windy. Inside, he dropped to the bunk and jerked up his overall leg, peering closely at the bluish print of the four poisonous fangs just above the instep. Conductor Riley sensed something was wrong, and followed him inside.

"What happened, Connie?"

"A sidewinder got me."

"When?" Bill came closer to look at the leg. "How long ago, boy?"

Connie looked up slowly. "Just as I came up the steps."

"Well, don't just set there. I'll get the antidote and go to work on it. That'll hold till we get you into Coalberg to a doctor.

Riley's mind became sharp at once. He strode to the locker where the first aid kit had hung.

"Where's the box?" he demanded.

"It fell off the nails and broke the bottle when you fellows threw the flats into me at Deserton."

"You dumb cluck!" said Riley. "Why in hell didn't you get another bottle before we left?"

Connie didn't reply that he'd been too hot in the head even to think. He just let this one pass. His leg had begun to swell and all he could do was watch. Not so Riley; he'd railroaded in the desert before there was such a thing as anti-venom. Catching Connie by the shoulder he toppled him over on the bunk.

"Lay down there," he ordered.

Pouring whiskey into a tin cup, he first dipped in the blade of his pocket knife, then rinsed his mouth and swallowed it.

"What're you going to do?" asked his son-in-law, jerking erect.

"Lance this and suck out the poison. Now shut up and be still."

"Don't be a fool!" warned Connie. "It'd kill you."

"Better me than you. If I'd been railroading instead of acting like an imbecile, it wouldn't of happened."

Connie Matthews tried to get out of the bunk, but the conductor shoved him back roughly.

There was no use struggling, so Connie lay back. The conductor placed his own body between Connie's eyes and leg, and with four deft strokes of his razor-sharp knife pierced the leg. Then he placed his lips to the wounds and drew out the poisoned blood. Each time he spat out the venom, rinsed his mouth with whiskey, and spat again into the box of cinders.

This was one occasion when Connie was glad his father-in-law had access to a bottle of liquor.

The train had now begun to pick up speed. Riley paused a moment to give orders to Windy.

"Go over to the engine, and tell that hoghead what's happened. He's not to stop for the rest of our train but head straight into Coalberg as fast as his wheels can turn," Riley ordered.

Windy was about to leave when the injured brakeman raised himself on one elbow and inquired, "But what about the mains?"

Conductor Riley gave a gesture of impatience.

"Forget them. We'll run ahead into Coalberg. They're nowhere in sight now, and they've more tons than we. Soon we'll be so far ahead of them, they won't be able to smell our smoke."

Windy Dwyer went out over the flats. Connie could see his light rise and fall as he jumped the spaces between them. Poison was seeping painfully through Connie's body. Agony shot up his leg and he was turning sickly white.

THE LIGHT FREIGHT clattered up the hill like a passenger train, roared through the short tunnel, and turned down the opposing grade.

The road was rugged. Tracks wound around the broken peaks where no tree grew. The path curved sharply through the mountains and stretched over the dry washes spanned by long trestles.

On they went, picking up speed. Connie began to grow cold. He was afraid at first that this might be the effect of the poison, but it wasn't. A chilling blast of air rushed through the open front door. Then rain mixed with hail fell down upon them. Bill staggered to the front door and closed it, and threw a blanket over Connie.

The hogger had been running rapidly, but as the storm struck he slowed to twenty miles an hour. He pinched the brakes even more as they rumbled over trestles where water was already swirling about the abutments. The mains were now long overdue. Riley was sick, fighting hard to keep his head, but his swing brakeman was now cold sober. Together they watched through the rear door for any signs of the others.

At the conductor's mumbled order, Windy Dwyer went to the rear platform and tossed off fusees every two or three miles. This way any following train would keep its distance.

He was standing there when the crash came; Bill Riley was forward, Connie in his bunk. Once again that night the young brakeman felt himself lifted and thrown to the forward end of the car. There was a sound of rending steel, a rattle of cars derailed. Then the red caboose settled back on its wheels, and the echoes died away.

Connie yelled desperately for Bill, and for Windy. Nobody answered.

Throwing off the blanket, he climbed uneasily out of the bunk.

Back on the rear platform he found Windy slumped against the end wall. Connie tried but couldn't wake him. Returning through the caboose, he looked in vain for Bill. Then he took a lantern and started down the track. Riley lay in the drain with water all over him; and Connie stopped down to examine the old man more closely. Though he felt as though someone was hammering his head, he managed to lift Bill out of the water and up on the bank. Riley was stunned but still partly conscious.

"That main, Windy. You've got to flag it. He'll be—"

As the conductor was still gasping, the engine whistle sounded a long and three shorts for the flagman to protect the rear.

Connie was the flagman. He stumbled back to the car, grabbed his equipment, and hit the ballast in an uneven run. When he'd gone far enough to give the main good stopping room, he placed two torpedoes on the rail. After going back a few hundred feet, he set another. Then he sat down weakly to await the train.

There had been moments when Connie felt he was dying; but sitting there as light rain fell on his face, his head cleared. He'd been sitting there about thirty minutes when Windy came back to see how he fared. From him he got the first details of the wreck. Rocks had come sliding down the mountain and caught the train three cars behind the engine. Sixteen empty flats lay piled up in the cut.

"How's Bill?" Connie inquired.

"I left before I could help him."

"All right, I guess," said Dwyer. "He come to before I did and got me up to see if you needed help. He's gone over to the engine to send the crew into Coalberg for the big hook."

WINDY offered to take the lantern and fusees to let Connie return to the waycar. But since Connie was feeling better, he sent Dwyer back to stay with the conductor. The young brakeman was afraid Bill might be ill or seriously injured.

"I'll stay right here," he said. "and when the train comes, I'll flag it down and ride it in."

"Sure you're all right?"

"Yes, thanks to Bill, I'll be all right," said Connie, whereupon Windy left him.

In the distance was a growing rumble of wheels broken by sudden explosions as a train hit the two torpedoes, then a third. The engineer in charge was a mainline man. Driving downhill with a steady clip, he was unaware of any threat of flood or danger. He answered the torpedo blasts, shut off steam, and sloughed his air.

As he rounded the curve and came in sight, Connie flashed a red fusee in his face and waved a stop sign. Half the train went by before it could stop. Then Connie limped along to meet the runner, the conductor, and the trainmaster, who came back with torch and flashlights to see why they'd been flagged down. Briefly, the brakeman explained how the freight had gone in the ditch.

"A good thing you guys was ahead of us," the engineer said joyously. "The way I was wheelin' 'em, we'd have had one helluva smash if we'd run into that slide with these loaded Pullmans. There'd have been a casualty list—"

The trainmaster shut him up and turned to Connie. "Were any of your crew injured?"

"All of us were badly shaken up," the brakeman told him.

The official flashed a beam of light on Connie's pallid fact. "You don't look so hot yourself. Are you hurt or only frightened?"

"I got snakebit, Mr. Connolley," said the brakeman sheepishly. "A sidewinder got me when we was doublin' the hill. That's how we come to be runnin' aheard of you. Riley was tryin' to get me to a doctor in Coalberg."

"Thank God for that sidewinder!" the hogger exclaimed, thinking of the casualty list if the slide had hit his Pullmans instead of Riley's empty flats.

"Have you a doctor on your train who can treat snakebite?" the trainmaster asked the conductor.

"It's possible," came the answer.

"Go back and rout him out if there is one," said Connolley. "Have him come over to the caboose and look after this brakeman. We'll pull on down there and see how bad the line's tied up."

Connie climbed into the cab. The engineer rolled the train up against Riley's waycar, and Connie went back to his bunk. The trainmaster returned to the Pullmans, and a few minutes later entered the car with a medical man. The latter examined Connie first tearing off the old dressing and putting on a clean one.

"You can be thankful there was a man on this train who knew what to do and had the guts to do it," the doctor said at last. After warning the young brakeman to take it easy for a while, he turned to Riley and checked up on Bill carefully. Then he gave the old man a shot in the arm, assured him he'd be all right in a few hours, and returned to his Pullman berth.

CONNOLLEY watched him leave but remained in the waycar. He was an oldtimer who had come up through train service. Nothing seemed to escape his keen eyes. When the caboose was quiet, empty of everyone except the student brakeman and the conductor, he sauntered over to Bill's battered desk and picked up the long-necked bottle half-full of amber liquid. Connie's heart sank. *Here it comes,* he thought.

But the T.M. said to Bill: "It's lucky you had this with you, Mr. Riley."

"Yes, sir, I guess it was."

"Do you always carry a quart in the waycar—just for snakebites?"

The official's eye bored into the conductor, as Riley squirmed.

"Nu-no, sir. Not always."

"I was told in Deserton you'd been sufferin' a lot from snakebite yourself lately?"

"Mebbe I have, Mr. Connolly." The skipper's eyes sought the empty wall opposite him, then came boldly back to meet those of the official. "I've seen a lot of such cases."

"So have I," said Pat Connolley.

The trainmaster was apparently absorbed in polishing the face of his watch with a stubby thumb. For some time he didn't look at Riley. It seemed like hours to Connie, though it could not have been more than a few minutes.

Down toward Coalberg, where dawn was streaking the shadows of blue-black desert peaks, an engine whistle sounded. The wrecking outfit was coming to clear away the wreckage so that the mains could be on their way. The trainmaster sauntered toward the front door. He gripped Connie's shoulder as he passed.

"You'll be okay in a day or two, my boy. And when you get out again, watch these sidewinders." He turned to Bill. "You be careful about 'em too, Mr. Riley," he warned. "Good conductors are hard to get, especially those who've been on the road as long as you have."

He went out then, closing the door behind him. Connie stretched out on the bunk. The showdown on the desert branch had come and gone.

Mike Eagleson

IN SEARCH OF STEAM

UNION PACIFIC steam is in regular service again. It sounds too good to be true, but 4-8-4 No. 844 is back from an overhaul in Omaha shops which included new flues, firebrick, dynamo, and superheater; also new brasses, staybolts, and paint. No. 844 arrived in Cheyenne, Wyo. on a freight (with diesels) on the evening of Jan. 10th. Five days later, America's largest operating steamer brought a trainload of people to Denver for Wyoming Day at the National Western Stock Show. The day was cold and clear, excellent for photography.

No. 844 looked and sounded great. Unfortunately, UP has departed from accurate historical preservation by using black paint. We had hoped she'd emerge from the shops in her 1944 two-tone gray livery, but such is not the case. Several fantrips are planned with her this year, according to *Intermountain News*, P. O. Box 5181, Denver, Colo. 80217.

Michigan State University Railroad Club at East Lansing reports much progress in rebuilding former Pere Marquette 2-8-4 No. 1225. The Berkshire is virtually disassembled for rebuilding in a machine shop. Every part of the old locomotive will go through the shop. With the retirement of former Nickel Plate Road 2-8-4 S-2 No. 759 to Steamtown, Vt., this leaves a clear field for No. 1225 to become North America's only operating 2-8-4. The Museum hopes to operate railfan and football excursions in Michigan. Let's hope these avid enthusiasts show the good taste of historically accurate preservation.

Kearney will celebrate its centennial in 1973 and wishes to operate a steam loco for 8 miles from there to Fort Kearney Park, and perhaps also on Burlington Northern's Kearney-Hastings branch. If successful, the loco could remain there as a tourist attraction. Anyone with a suitable steam loco should contact Hargis Westerfield, 713-15 W. 25th St., Kearney, Neb. 68847.

Alberta Pioneer Railway Asso., Box 6102 Station C, Edmonton 20, Alta., Canada, uses former Northern Alberta Railways 2-8-0 No. 73 on most long week-ends during the summer. In addition, former Canadian National 4-6-0 No. 1392 has been refurbished to operating condition and former Manitoba, Saska., (ex-CPR) 0-8-0 No. 6947 awaits transport to Edmonton. The club sells prints of No. 73 for $2 postpaid and shares of stock. Proceeds help to maintain and restore the steam locos, says club secretary, Dan Scafe.

Clayton, N.Y., centennial will be celebrated in July. Local businessmen wish to have an operating steam loco present. If successful, the operation could become permanent. Interested loco owners should contact David Wilson III, Community Action Planning Council of Jefferson County, 17-18 the Arcade, Watertown, N.Y. 13601.

Bucksgahuda & Western is a two-foot-gage road owned by the Bauer family of St. Mary's, Pa. Its loco is a Henchel 0-4-0T, built in 1939 and brought here from Germany. She was completely reflued in 1971 and ran 8 times before cold weather shut down operations.

Clinchfield road's general manager, Thomas D. Moore, Jr., of Erwin, Tenn. 37650, and I want to get to the bottom of these persistent reports of Clinchfield Mikado No. 410. Does she still exist? If so, where; and who has photos? Let me know!

California Southern Railroad Museum has bought Ventura County 2-6-2 No. 2 from railfan Terry Durkin. Now at Port Hueneme Navy Base in California, she will be moved to her new home in Perris for operation. She was built by Baldwin in 1922 (BLW No. 55415) for Pacific States Lumber Co., before becoming Cascade Timber Co., then finally Ventura County No. 2, reports William B. Garner, Supt. Motive Power, Calif. Sou. RR Museum, Inc., 2745 Fremontia Dr., San Bernardino, Calif. 92404.

The following news items come from John B. Corns, 604 Fulton Rd. N.W., Canton, Ohio 44703. John spent much time and money digging out his information and we're grateful to him.

A Porter 0-4-0, No. 1 built in 1905, construction No. 3250, now on the property of Atlanta Steel Co. in Atlanta, Ga., has just entered the shops for restoration as a display engine. She had been sitting idle for 35 years. Another Porter 0-4-0, built in 1909, construction No. 4458, is on display at Horace G. Poss Co., 1085 Howell-Mill Rd., Atlanta. Painted green, she is locked behind a fence, but the property may be entered during business hours.

Gainesville Midland 2-10-0 No. 209 (Baldwin 1930) is currently stored at the city water dept. in Gainesville, Ga., but will be moved to the local airport for display. I remember photographing her in regular service in 1959. What a sweet whistle and loud exhaust the Decapod had! The Gainesville Midland burned poor Kentucky lignite coal and was regarded as the south's smokiest railroad.

John reports that No. 209, once the queen of the Gainesville Midland Decapod fleet, is stripped of all hardware after railfans looted her.

An 0-4-0 narrow-gage Vulcan, owned by R. A. Whitfield, 6411 Gordon Rd., Mableton, Ga., has been sold and moved to Avel Industries of Herminie, Pa. Who knows plans for her?

The country's smallest 4-6-2 standard-gage Pacific is still at Shooks Gap, Tenn., 10 miles southeast of Knoxville on Rte. 441. The rest of the railroad has been scrapped, except for No. 110, which sits disconsolately behind an Esso gas station, stripped of everything and covered with rust and moss. When I saw this little gem in 1963, she was in fairly good shape and still had her Baldwin builder's plates. Thanks John, for all this news. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

BOOKS OF THE RAILS

by GORTON T.H. WILBUR

JANE'S WORLD RAILWAYS: 1971-72, Henry Sampson, editor; hard cover, 606 pages, 8½x12½", maps, charts, photographs, index, Jane's Yearbooks (American distributor: McGraw-Hill), $55.

This memorable 14th edition of Jane's is just as impressive, as authoritative, and as big and heavy as in other years. Every common-carrier rail line in the world is covered, giving a breakdown on numbers of steam and diesel locos, passenger coaches, freight information, etc. Jane's states that after living through a depressing period of regression and uncertainty, hampered by lack of capital, and an apathetic approach to their problems by governments, railways are beginning their planned comeback. The great and useful reference volume contains nearly 1,000 photos, over 200 maps, and 150 diagrams. (One small error: steam fans might object to Durango being placed in New Mexico and not Colorado.) But don't let a little thing like that stop you from investing in a book that is almost a whole railroad library in itself.

NARROW GAUGE IN A KINGDOM, by J. C. Conde, paperbound, 8½x10½", 96 pages, photos, maps, Glenwood Publishers, P.O. Box 194, Felton, Calif. 95018, $3.95.

If your forte is anything Hawaiian, you will almost certainly relish this work, even though parts of the text drag along like the Hawaiian Railroad which started out from nowhere and ended the same way, missing its sugarcane mill transit purpose by miles.

BRITAIN'S RAILWAYS AT WAR, by O.S. Nock, hard cover, 6¼x9¼", 224 pages, photos, rosters, maps, Ian Allan Ltd., Shepperton, Surrey, England, $9.95.

Another good book by O.S. Nock. Over 100 photos, maps, and diagrams form an appropriate pictorial accompaniment to the text. Nock has authored more railbooks, we believe, than any other writer, past or present.

THE COMPENDIUM OF SIGNALS, by R.F. Karl, paper-binder cover, 11x8½", 85 pages, diagrams, sketches, The Builder's Compendium, Cossayuna, N.Y. 12823, $3.

A handy reference work on day and night signals from early North American ball and semaphore days to modern operations. It includes a much-neglected turn-of-the-century coverage of loco and train signals. British practice also is dealt with.

WELLSVILLE, ADDISON & GALETON RAILROAD, by Edward A. Lewis, soft cover, 8½x11½", 40 pages, photos, rosters, maps, Short Tracks Development Corp., 14 E. Main St., Arcade, N.Y. 14009, $2.

Short lines, whether steam or diesel, have always intrigued the average railfan. This story of WAG, or "Sole Leather Line," fits the bill. Authored by the general manager of the Arcade & Attica, it goes back to the early history of lines in this picturesque area of southwestern New York State now long gone. Ed Lewis, by photo and text, does credit to the WAG and presents good reading for rail buffs.

THE LUNATIC EXPRESS, by Charles Miller, hard cover, 6½x9½", 559 pages, maps, photos, The Macmillan Co., 866 Third Ave., New York, N.Y. 10022, $10.95.

Here is an exciting account of building the East African railway from Mombasa to Lake Victoria at the turn of the century. The first half of the book covers English and German involvement in East Africa, while the second half chronicles the building of the railway at a cost of millions of dollars, with countless lives lost from derailments, collisions, disease, tribal assaults, and wild animals. The Lunatic Express, in brief, is a true tale of high adventure at the high noon of African imperialism.

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
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LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
COLLECTOR'S BOOK OF LOCOMOTIVE, E. Alexander	$15.00	($14.25)
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Will Amtrak's common stock ever be made available to the public?***

Probably not. Amtrak is a quasi-Federal operation with funds provided by Congress.

2 ***Information, please, on the Alaska Anthracite Railroad?***

This little-known pike was organized at Seattle, Wash., on April 19, 1909, as the Alaska Anthracite Coal & Railway Co. to build a rail line from tidewater on Controller Bay to the Behring River coal fields. Construction began in 1916. Some 25 miles of track were laid; and equipment, including a small 0-4-0 loco, was brought in. The track ran from Goose City (a spot where geese migrated) across flat, swampy ground to the coal holdings of the Alaska Petroleum & Coal Co.; and in 1921 the company was reorganized as the Alaska Anthracite Railroad. Business reverses sent it into receivership. In 1925 a new group prepared to take over, but presumably never did.

3 ***What is a railroad fogman?***

Fog signalmen, or fogmen, are British Railways personnel, allocated at times when fog is thickest around particular signals near their homes. The fogmen's names and addresses are listed in the box controlling the signals they are responsible for. When fog becomes so thick that a signalman can no longer see a predetermined object known as the "fog mark," he calls out a fogman. The latter's duty is to place detonator (torpedo) on the line in the path of trains when the signal is red and to remove it when the signal is clear. He is also responsible for putting one down right after a train has passed. As trains go by, he repeats the signal indication by flag or lamp.

4 ***Where was the first big railroad tunnel in this country?***

The Hoosac Tunnel on the Boston & Maine in Massachusetts is the oldest of the long American railway tunnels now in use. It is 4 miles and 3,961 feet long and was completed Feb. 9, 1875.

5 ***Any figure available on the number of freight cars in service on U.S. railroad?***

Yes, 1,782,022, according to latest records of the Association of American Railroads, Car Service Division. This is about 9,000 less than at the beginning of 1970. Railroad-owned and leased cars declined by about 12,000, while those belonging to car companies and shippers increased by 3,000. The "car companies" category includes railroad subsidiaries such as the Trailer Train Company. In the total freight-train-car ownership are about 15,000 cabooses.

6 ***Short history, please, of the Midland Terminal Railway.***

This Colorado line, incorporated Aug. 8, 1892, was officially opened between Colorado Springs and Cripple Creek on Dec. 18, 1895. Then on July 21, 1917, all company property was leased to the Cripple Creek & Colorado Springs Railroad at a rental of $6500 per month. The lease having been cancelled on Jan. 1, 1919, Midland Terminal resumed operations of its own property. On the last day of 1921 the MT purchased the rest of the mileage, from Victor to the end of track, owned by the CC&CS, and the line of the Colorado Midland between Colorado Springs and Divide, Colo. The roster on Jan. 1, 1924, showed 9 locomotives, 12 coaches, and 258 general freight cars. The line operated for almost three more decades after that, finally being abandoned and dismantled between Cripple Creek, Divide, and Colorado Springs in 1949.

7 ***Which was the first engine built in the Scottish Cowlairs Locomotive Works?***

The Paton's bank engine *Hercules*, in 1844, a six-coupled tanker. The last locomotive, incidentally, was No. 9227, one of the final orders of twenty 0-6-2T's and the only batch not built by outside contractors. Anyone know what happened to the 9227 after she left Cowlairs?

8 ***Was a poem ever written about steam whistles at night?***

Yes, many of them. Here is one, entitled "A Whistle in the Night," author unknown:

There's a lonely water tower and
a pale moon shining down;
There's a warm and cheery sand-
house in a railroad junction town;
There's a lumber-loaded freight train
puffing up a desert grade
With hot wheels in the noontime
whanging out their seranade;
There's a fire crackling loudly
beside the right-of-way,
While over all is the purple haze
that mourns the dying day.
Oh, the old and stirring pictures
that flame up clear and bright,
When'er I hear a distant train go
whistling through the night.

There's magic in its mournful wait.
I can see the headlight gleam
Around the cut, down the gorge,
across the hidden stream;
I can feel the hollow rumble of
the heavy, pounding train
With coach tops dully glowing in
a pouring midnight rain;
I can hear the clang of a crossroad
bell and catch the signal flash,
And smell the stinging, acrid smoke
that chokes the rocky gash;
There's a fleeting glimpse of a
farmhouse with windows scarred
and white—
All these sweep by whenever I hear
a whistle in the night.

9 ***When was the first 2-6-2 built?***

Actually, in 1878, built experimentally by the Lackawanna. But you could say that the 2-6-2's outshopped by Baldwin for the Burlington in 1900 were the first Prairie types because they marked the adoption of this wheel arrangement on a large scale.

10 ***What was the Grand Central tripartite agreement?***

It was made in 1872 among the New York & Harlem, the N.Y.N.H.&H., and the Hudson River RR (all now parts of Penn Central), to cover the operation and use of New York City's Grand Central Station (which has since been razed and replaced by Grand Central Terminal). Terms of agreement included joint use of the station itself, its approaching tracks, the equipment yards at Mott Haven in the Bronx section of New York City, and attendant facilities.

The deal was important because it concerned what is now one of the world's most intricate operating problems, namely, two electrified sections of what were originally all-steam lines. Electric operations of the two roads are different in that one uses third-rail and direct current, the other overhead contact wire and single-phase alternating current.

In 1848 the NY&H first entered into an accord with the New Haven road whereby the latter's trains were to enter New York City on the Harlem road's tracks. This document superceded one signed Jan. 22, 1846 and was to continue under the respective charters of the two roads. Other deals and awards relating to compensation followed from time to time until the famous tri-partite agreement of Nov. 1, 1872, became effective. The latter was modified by four supplementary accords made in 1885, '97, '98, and '99 and an 1873 lease. It was modified still further when the present Grand Central Terminal was built, and again when the New York Central Railroad was merged into Penn Central.

11 ***Which Kentucky roads had the initials (a) L&E and (b) MC?***

(a) The Lexington & Eastern was chartered in 1872 as the Kentucky Union Railway. Completed in 1891, it was reorganized three years later as the L&E, ran from Lexington to Jackson, Ky., 93 miles, and had 7 locomotives, 5 passenger and 365 freight cars. It is now part of the Louisville & Nashville.

(3) The Mountain Central ran between Campton and Campton Jct., 12 miles, with a 7-mile branch to Chimneytop. It was 3-foot gage, had 4 locomotives, and used 30-pound rail. Built between 1900 and 1907, it went out of existence about 1924.

12 ***Will a washout or any obstruction on the rails other than cars, engines, or trains cause an automatic block signal to show danger, thus stopping the train?***

No. These signals work only when both rails of a track are connected sufficiently to cause a current from a track battery to flow from one rail to the other, thus completing a circuit, The wheels and axles of engines and cars act as this connection. A track washout or any other obstruction, unless it connects the two rails, would not cause the signal to indicate danger.

Running Extra

Recently you listed only eight 4-6-2 Mother Hubbards (Camelbacks) on the Lehigh Valley roster. However, when the K-1 class went in service in 1906, the LV shops began rebuilding ten Class L-1 Mother Hubbard 2-6-2's into K-2 Pacifics. These had been numbered 2230-2239 (Baldwin, 1902) and were used on the *Black Diamond*, etc. Only the LV had Pacific type Mother Hubbards. I've heard tell that during World War I, when the Philadelphia & Reading couldn't spare passenger power to haul the Philadelphia section of the *Black Diamond* from Bethlehem to 12th and Market streets, they used some of these Pacifics, which ran until the early 1920's.

The P&R had two rare Mother Hubbards: Nos. 93 and 183. both rebuilt from Milholland 0-10-0's. The 183 blew up in the mid-'80's while pushing a freight train at Wayne Jct. Then in April, 1900, No. 93 became 1449, class G-2a, and was scrapped two years later. The 0-10-0's had odd-size driving wheels, 42¾" in diameter.—Warren D. Stowman, 7013 Hegerman St., Philadelphia, Pa. 19135.

My wife and I are doing a geography book and need source material on Cape Breton Island railways.—Jim Lotz, assistant professor, Coady International Institute of St. Francis Xavier University, Antigonish, N.S., Canada.

Did the NYC Transit Authority ever have freight operations? Does it now? Did any of its predecessors? Did the Chicago Transit Authority ever have any freight operations? Does it now? I understand that CTA operates coal trains on its Howard line in the middle of night. Did any of the CTA's predecessors have any freight operations?—Thomas E. Kelly, 1823 E. 28th St., Brooklyn, N.Y. 11229

Retired Western Pacific roadmaster William St. Jeor is close to celebrating his 61st wedding anniversary. Born in Toole, Utah, he was a circus rider with Buffalo Bill's Wild West Show and a rancher, then worked as roadmaster for Yosemite Valley Railroad from Jan. '21 to Aug. '45 before joining WP's Tidewater section.

In regard to an item in your Nov. '71 department, I'd like to mention that as of Nov. 4, 1930, the Colusa & Lake Railroad had no tracks on its old right-of-way. The road was built to get rock for the Ferry Building and other San Francisco structures. I know that part of the state very well.—Charles W. Norhouse, Somerset, Calif. 95684.

Northern Pacific 2-8-8-4's are reported to have had 135,000 lbs t.f., or 153,400 with the boster cut in. The loco weighed 723,000 lbs., had 63" drivers, and was restricted to 35mph. The 2-8-8-4's got the name *Yellowstone* from a river's name. Norfolk & Western 2-8-8-2's had 152,200 lbs. t.f. starting when steam was allowed to enter the low pressure cylinders directly from the boiler at reduced pressure up to 10 mph. These engines weighed 582,900 lbs. I believe GN had some 2-8-8-2's with at least 140,000 lbs. of t.f.—Jerome Pederson, SR 232 Box C-26, Wolf Point, Mont. 59201.

Which road or roads called the 4-8-4 "Dixie" instead of "Northern" type? As a former Delaware & Hudson employe. I first knew this type as the "Whitehaller," so called because it ran out of Whitehall, N.Y.—Dick Coburn, Rte. 5, Box 441-A, Swanton, Ohio.

Someone asked where to buy blue and white stripped overalls and overall jackets. Oshkosh B'Gosh makes them. I ordered mine through a local men's store.—J. Benjamin Lee (Seaboard Coast Line fireman), 211 Bennett St., Wadesboro, N.C. 21870.

Regarding your reply (Feb. '72) on tractive force of Union Pacific "Big Boys" and the Duluth, Missabe & Iron Range articulateds, let me say that the Western Pacific owned 2-8-8-2 articulateds 251-260, classified M-137-151. These huge machines had 137,000 lbs. of tractive force and were equipped with boosters that brought the total t.f. to 151,000 lbs. They would haul 3,400 tons at between 20 and 25 miles per hour from Oroville, 205 feet above sea level, over 118 miles of one percent grade to Portola, Calif., 4,832 feet above sea level. They took water at Marlin and both water and oil at Keddie. As I recall it, the Southern Pacific's largest cab-forward locos had 128,000 lbs. of tractive force and no booster, so the WP engines were much bigger.—Grant Allen (retired Supt. of Transportation, WP), 711 Spring St., Sausalito, Calif.

Present-day builders of live steamers include Uhrich Locomotive Co., Strasburg, Colo.; Torris Machine & Engineering Co., Austin, Tex.; Cole's Power Models, Ventura. Calif.; Winton Engineering Co., Danville, Calif.; Little Engines, Lomita, Calif.; Lee Stephens, Chattanooga. Tenn.; Conway Locomotive, Burbank, Calif., and Caldwell Industries, Luling, Tex.—Paul Chitwood, 501 Williams, Hutchinson, Kan. 67501.

In response to a query, my *Official Guide* of 1954 has some notes on coast-to-coast sleepers. The *California Zephyr* carried a 10 roomette, 6 DBR sleeper, San Francisco to New York, alternating days between New York Central and Pennsy. The *Overland* (UP-SP) used a 10-6 alternating days, NYC and Pennsy. Between Los Angeles and New York the *Super Chief* each day handled two cars bound for New York, a 10-6, and a four-compartment, four DBR, 2 drawing-room cars, and an additional 4-4-2 to New York via Pennsy. The Union Pacific had a similar daily run, with two 10-6's via each the NYC and Pennsy to New York from Los Angeles. Who supplied the cars for these runs—PRR, NYC, ATSF, or UP? How were they painted and what names had they?—Rev. Herman Page, P.O. Drawer E, Liberal, Kan. 67901.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

WESTERN MARYLAND'S four famous FA-2's, Nos. 301-304, are no longer on the property. They operated in late December, 1971, in pusher service on Williamsport Hill, but by Christmas the 303 and 304 had been given a coat of black paint (304 had been red and white) and stricken from the roster. Early in January 301 and 302 met the same fate. All lettering was painted out; but numbers were repainted, as were the yellow handrails; and the distinctive twin sets of five-chime horns were not disturbed.

All four units were sent to General Electric Co. in North Bergen, N.J., to be made into "power cars" for the Long Island Railroad, joining the six ex-Louisville & Nashville FA's we've talked about before. So at least they will not be lost. Operating FA's are now down to two roads, Spokane, Portland & Seattle and Canadian Pacific. The Long Island has more FA's than any other U.S. road, but they are not prime movers.

JERRY MART of Hopkinsville Ky., regular contributor, is working on a pictorial roster of the Tennessee Valley Authority's locos. He has discovered two rare ones at the Gallatin, Tenn., plant. The TVA 24 is the only FM H 16-66 "baby Trainmaster" on the roster and is one of 58 such engines built, with Chicago & North Western and the Milwaukee Road accounting for 56 of them. Alcoa Aluminum No. 001, now lettered Squaw Creek Coal Co. 721001 at Boonville, Ind., and TVA's 24 are the only other members of this model.

Also at Gallatin, Jerry found a Military (6-wheel truck) RS-1, No. 25, in bad condition on the rip track. TVA has another FM, an H-12-44, many GE center-cab switchers (44 and 45 tons and smaller), some Alcos, and small Plymouths (Fate-Root-Heath Co.). His roster will be interesting.

BLACKHAWK CHAPTER of the NRHS has been donated a full set of Baldwin and Baldwin-Lima-Hamilton *Repair Parts Manuals* by the Austin-Western Co., former Midwestern distributor of BLH parts. David L. Briggs, the Chapter's president, generously offers to help fans with any technical data he can, provided requests are kept reasonable and provided a self-addressed stamped envelope accompanies each query. Write to the Chapter at P.O. Box. 455, Aurora, Illinois.

WE HAD BETTER clear a misunderstanding about Amtrak. As has been pointed out by Steve Hoskins, P.O. Box 2251, Huntington, Beach, Calif., Amtrak does not own any power. The railroads which joined this organization run their own passenger units under contract. This does not mean that the locos are used only on Amtrak trains. In fact, many roads use their "E" units and passenger Geeps on freights, moving them from one terminal to another to cover Amtrak schedules.

While we are on the subject, I've heard many pro and con arguments on Amtrak service; but the most repeated beef is the fare structure, which needs massive overhaul to remain competitive.

How do you like the new red, white and purple U-36B's of *Auto-Train*? This concept has really caught on and seems to have a great future.

MORE USED LOCOS. We learn from Richard L. Crandall, Mortons Corners Rd., Springville, N.Y., that he saw S. Buffalo 109, SW-9, (ex-Pittsburgh & Lake Erie 8649) at the Erie Lackawanna's Bison Yard in Buffalo, N.Y. It is painted solid white and was sold to Masonite Corp., Laurel, Miss. Also in Bison, headed southwest, he saw Lehigh & Hudson River RS-3 No. 1, still in L&HR livery but sold to the Point Comfort & Northern of Lilito, Texas.

ACCORDING to Al Hamilton. Rte. 1, Box 290, Kennebunkport, Me., we've neglected his favorite train-watching spot, Brownville Jct. in Maine. That place is on the CP Rail system, Atlantic Region, St. John Division. Al recalls many good reasons for remembering this town. For example, last December he saw FPA-2, FB-1 and 2, FP7A's, FP9-A's, S-2's, and the only two E8A's in Canada: CP 1800 and 1802. Besides the normal CP power, Al spotted leased units from Boston & Maine, Bangor & Aroostook. Precision Equipment, and Canadian Bellequip Ltd. The Canadian Pacific 8404, RS-2, is a regular on way freights.

More CP news comes from Bruce Acheson of Burlington, Ont., who says that road has sixty SD-40's on order from Canadian General Motors in London, Ont., to be numbered 5565-5625. They'll feature high-adhesion trucks. Delivery started in February. Bruce says these rentals were working on CP as of January (could be changed at this date): F 7A's and B's from Bessemer & Lake Erie, SD-9's from Duluth, Missabe & Iron Range, two U-23C's from Lake Superior & Ishpeming, GP-9's from BAR, and Canadian Bellequip GP-7's and 9's (these are ex-Quebec North Shore & Labrador), and RS-3's and F-7A's from the B&M. CP seems to be very busy.

SOUTHERN PACIFIC, assisted by Fred Montgomery of Watts, Calif., is trying through personal talks and slide shows to curb the growing menace of juvenile vandalism along rail lines. At age nine, Fred fell off an SP freight and painfully watched 35 cars roll through his leg! Now as he tells the story, using posed slides, he pauses dramatically when the scene shows a young black boy lying with a leg over the rail. Then he taps his artificial leg for all to hear. It teaches a lesson.

Dorothy Townsend, staff writer for the *Los Angeles Times*, did a fine article on him for her paper. It featured a great photo by Rick Browne of Fred talking with two young fellows and an SP crew with GP-35 No. 6558 as a backdrop. Thanks to Joseph Miranda of N. Hollywood, Calif., for his news.

JOHN STELL, a Toledo, Peoria & Western operator living at 145 Stonegate Dr., Canton, Ill., brings us up to date on TP&W's present power situation. Precision (ex-Katy) FA's Nos. 83C and 89A are no longer on the roster. John's favorities, the four remaining RS-2's, have undergone extensive shopping. No. 202 now sports a new "chopped nose." Most TP&W locos have been repainted in the new orange and white scheme, replacing the distinctive old olive green and chartreuse. TP&W and Penn Central are pooling power between Effner and Logansport, Ind. At times PC uses the TP&W locos on into Chicago. I've never seen one here in Cincinnati.

SANTA FE disposed of all E units prior to Amtrak's birth, says Don Yeager, 1414 S. Alta Vista Ave., Monrovia, Calif., but did make 75 passenger-equipped F-7's available for use. Don sent us a list of these and of F's which Santa Fe uses for freight only. This surprisingly includes twelve F-3's and seventeen F-5's (late F-3's) as of Jan. 1, 1972.

H-10-44 on Pittsburgh & Lake Erie (NYC) No. 9103 seen at Pittsburgh in 1955. Loco was built in 1948.

(Left) B&O 196, now 9720, is late H-12-44, at Curtis Bay, Md., in 1955. Built in 1953. Note boxy design and squared cab. (Right) Kentucky & Indiana Terminal No. 66, late H-12-44, at Louisville, Ky., in 1959. It was built in 1953.
Photographs by Jim Edmonston

DICK SIEVERS of Glendale, Calif., sends some choice info: EMD SD-45X demonstrator No. 4201 went off the Southern Pacific to the Burlington Northern at Portland last November. Sister 4202, still on SP, was in Roseville on Christmas. Rebuilt C-628 No. 7121 (rebuilt with GE nose while leased to L&N) was stored unserviceable at Houston last December first. SP's DL-600B's are down to three units. SPU-33C, No. 8709 is GE's 2000th domestic unit, which in Dick's opinion is 2000 too many.

PITTSBURGH-AREA railfans will notice the new renumbering and painting of P&LE locos. Numbers now reflect the horsepower—i.e., 1500-series has 1500 hp, 2800 series has 2800 hp, etc. Paint is a somber all-black, but with no mention of parent PC.

LOCOMOTIVES FOR MAY are FM's 1000- and 1200-hp switchers, models H-10-44 and H-12-44. Their lines were designed by Raymond Loewy. Simple, clean construction sets them off. Both models feature an end cab with high, sloping, hood lines, broken only by stack, horn, and a recessed fan with grille at the front.

The nose is rounded in three stages, the center bearing a high-mounted headlight. A distinctive headlight casing carries back over the roof edge to the recessed grille. Both models use the AAR type-A four-wheeled switcher truck and the 6-cylinder FM Opposed Piston Engine. The H-10-44's and H-12-44's, produced prior to 1953, have the same kind of carbody and are indistinguishable. After 1953, the H-12-44 got a boxy, squared-off carbody with no roof overhang and different louvre locations.

H-10-44 was produced between Aug. '44 and April '50, the first unit being MILW 1802 (now 760, still operating). This unit is unique in that it has more hood louvres than any other FM switcher, in groups of three as on later Trainmasters. FM's spec number for H-10-44 is 1 Alt. 100.6. Exactly 195 H-10-44's were built, all of them at FM's Beloit, Wis., plant and sold in the U.S. The ranks are dwindling; MILW, C&NW, Norfolk & Western, Baltimore & Ohio (some B&O engines are on the Jersey Central). Various short lines and industries also still operate them.

In May, 1950, the 800 rpm's of H-10-44 were beefed up to 850, yielding 200 more horsepower from the same prime mover. Thus was born H-12-44, and the 1000-hp switcher was discontinued. FM's Beloit plant turned out 306 of these between 5/50 and 3/61, including 305 for domestic use and one for Mexico. FM's Canadian Subsidiary, CLC, produced 30 H-12-44's for Canada. All Canadian engines went to the Canadian National. I have dispositions on 9 on them. Possibly the rest are still in operation. MILW, Santa Fe. B&O, N&W, SP, C&NW, and various short lines are some of the roads still operating H-12-44's in the U.S. The Chihuahua Pacific (CH-P) No. 70 (now 301) was the last H-12-44 produced. She may be still wandering around in Mexico.

FM's switchers were perhaps their best engines. The only complaint I ever heard about them was excessive smoke when starting or accelerating. True, but the smoke was always white.

How Cab Signals Work

UNION PACIFIC acquired, in February, 70 sets of type EL coded cab signal equipment from Westinghouse Air Brake Co. for installation on new locos. This consists of a small signal unit mounted at the engineer's eye level, plus sensor equipment ahead of the front wheels. It provides a continuous indication of track conditions ahead. To inform readers interested in modern cab signaling, this explanation comes from R. J. Casey of WABCO:

Continuous cab signals are operated by processed data received from the coded alternating current transmitted down the rails towards the train. By means of receivers mounted ahead of the leading wheels, the coded signal is picked up and converted into a visual signal on a small display panel in the driver's cab.

Codes are obtained by varying the pulses of alternating current by means of relay contacts and are measured in terms of the number of pulses per minute. A clear wayside signal indication is equivalent to 270 pulses per minute and shows a green light on the cab signal. Three degrees of speed reduction, signalled by illuminated signs on the display panel, are triggered by 180, 120, or 75 pulses per minute, depending on the number of clear track sections ahead. A stop indication is ordered when no pulses are received.

When the change is to a more restrictive signal, an audible warning signal sounds in the locomotive. Fail-safe reliability is ensured by the inherent design of equipment and circuits. Any malfunction automatically produces the most restrictive indication. Engine carried apparatus responds uniquely to pre-established code frequencies, providing immunity from foreign current.

Voltages of the same frequency and code rate, are induced into the receiver coils on the locomotive and after amplification, are used to operate a master relay. This relay governs four decoding units that are selectively operated. The associated decoding relays in turn control the cab signals and the warning bell.

Intermittent cab signals are actuated through a pair of coils placed along the track rather than by the transmission of current through the rails. Various aspects of wayside signals are connected to condensers that tune the coils to the required number of frequencies. Frequency emissions are detected by locomotive mounted receiver coils as the train passes over trackside coils.

Trackside installation consists of a high and low frequency coil while a corresponding pair of wide band amplifiers are mounted on the locomotive. Amplifier oscillations are measured by low and high frequency detectors that pass the corresponding steady signals to the logical circuitry. Circuitry is equipped with fail-safe solid state components that compute the incoming signals and trigger the various signals within the cab and, in certain circumstances, set off operation of train control equipment. Use of high and low frequency coils permit transmission of a broader combination of track condition information.

Send news to my home, 792 Farnham Court, Cincinnati, Ohio 45240.

STEVE MAGUIRE'S

TRANSIT TOPICS

NEW YORK'S new subway cars, R-44, made the record speed of 83 miles per hour a few weeks ago on test runs. After traveling faster than any previous subway train in the city's history, Mike Bossinger, the chief motorman instructor, cut out all the motors in two cars of his eight-car train, thus simulating a capacity passenger load, and even then drove his shiny silver-and-blue train at 77 mph. The train was still accelerating when its motorman had to apply brakes because he had run out of test track.

This trial was part of the pre-acceptance tests of cars now on order for the city's subways.The new lines for which the R-44's 70-mph operating speed is designed are not yet built. Higher standard will become effective only when the new cars come into regular service on existing lines where speeds of 45 to 50 now prevail.

The eight-car consist that set the speed record was the same train that drew the admiration of tens of thousands of New Yorkers who rode it during a 30-consecutive-day passenger service test on the A, D, E and F lines of the IND Division. Each car is 15 feet longer than standard equipment, is air-conditioned, and is heavily insulated to lessen the noise.

Scene of the test was the Long Island Rail Road main line, a 5.9-mile section extending west from near Jamaica station to about a half-mile east of Woodside station. This section of all-welded rail, set off by Jay interlocking at its east end and Win interlocking at its west end, is the longest stretch of Long Island trackage that can be set apart for such test purposes without interfering with normal railroad operations. During the test period, other trains "ran around" the test track.

Dr. William J. Ronan, chairman of the Metropolitan Transportation Authority, was on hand for the tests. He noted that the air-conditioned R-44's, built by St. Louis Car Co. for $213,000 each, were "the most thoroughly tested rapid-transit cars ever to go into service in this country." He said that eight-car trains, with half the motors shut down, had climbed grades of almost 5 percent from a standing start.

(Top) New R-44 subway cars of NYC Transit Authority in Coney Island yard early in '72. Cars are 75 feet long, 15 feet longer than any now in service. (Lower) Air-conditioned, they provide 74 molden fiberglass seats with added leg room.
New York City Transit Authority

The R-44s have separate motors for each axle, so that an eight-car train has 32 motors, generating a total of 3,680 horsepower. An eight-car train of R-44's is equivalent to a ten car train of older cars, each of which is 15 feet shorter than the 75-foot R-44's.

ALTHOUGH claiming financial difficulties from losses in passenger service, the Chicago South Shore & South Bend may get 21 new double-decked commuter cars to replace older equipment, due to recent approval of $6.9 million Federal funds. Actually, the funds will go to the newly-created Lake-Porter Counties Regional Transportation and Planning Commission of Indiana, which will receive title to the new cars and lease them to the CSSSB.

The 21 cars may be similar to the Illinois Central's new double-decked m.u. equipment. However, we hope that by the time they are being built the IC will have remedied the "*bugs*" now affecting its own cars. Readers close to the IC tell us that as the result of two collisions that occurred not long after the new equipment had been placed in service, there may be structural alterations in the design of cars built later on. Other problems include intense wear on wheels and overhead catenary system. Already it has been necessary to change some wheels and replace contact parts on the pantograph which were worn through. Also, a braking problem results from a lapse between the time when the dynamic brakes leave off and the air brakes take over, occasionally causing trains to overrun station stops.

Reportedly, the IC had wanted Pullman-Standard to build its new units; but the Chicago South Suburban Mass Transit District insisted on accepting the lowest bid, that of St. Louis Car Co.

James B. McCahey, president of the

South Shore line, announced drastic cuts in passenger service in December, stating that his reason was to save the service and to make the operational economies needed to qualify for the Federal grant. Under the plan, service to South Bend is reduced from 23 daily weekday trains to only 4, and from Gary the reduction is from 47 to 27 trains. This news comes from William Jaroszewski, 2123 W. Roger St., South Bend, Ind. 46628.

MEXICO CITY saw something new, yet old, last December when its transit company (STE) placed in service an aged single-trucked trolley entirely restored to original condition, to carry tourists on a 3-mile downtown line. Luis L. Torrealba, Apartado 838, Mexico 1, D.F., says the car, number 0, was built by Brill in 1902 and after being taken out of passenger service some years ago was retained as a pay-car. Now it carries a motorman, a hostess, and two other employes, one to sweep the car out after each trip. The capital's PCC cars are being rebuilt and repainted the same orange-red scheme used on the city's Metro subway lines. Fares have risen from 35 to 50 centavos, the latter being equivalent to 4 cents in U.S. currency, very cheap.

TORONTO may soon enjoy new streetcars instead of phasing them out by 1980 as had been planned a few years ago, reports Norman L. Thilmont, 1524 King St. W., Toronto, Ont., Canada. The *Toronto Star* comments:

The huge, pollution-free vehicles, singly or in two-car trains, can churn their way through heavy downtown traffic more effectively than buses or trolley coaches. As Ralph Day, Toronto Transit Commission chairman, says: "They're liked by all users and detested by all motorists."

But the motorist, who was king five years ago when the Toronto Transit Commission decided to phase out its streetcars by 1980, appears to be losing his crown. It started to slip several years ago because of increasing public and government concern over air pollution. It slipped further last June third when Premier William Davis killed the Spadina Expressway and proclaimed that from now on the emphasis would be on public transit. So the end of the line for Toronto's 394 streetcars is nowhere in sight.

With the opening of the Yonge Street subway extension north from Eglinton Avenue next year, the St. Clair trolley line may be downgraded to trolley bus and the Rogers Road line to diesel bus. However, present plans call for new trolleys for the King, Queen, and Long Branch routes as well as the Bethurst line that carries huge crowds to and from the exhibition grounds.

NEWARK, N.J., has begun a study of rapid transit, based primarily on the existing trolley subway running between its Penn Central Station and the upper reaches of Branch Brook Park, built over 35 years ago along the route of the abandoned Morris Canal. Owned by the city, the subway is operated under a subsidy by Transport of New Jersey (former Public Service Co-ordinated Transport), a bus-oriented company that would prefer to drop it. Newark city planners hope to extend the subway line into the blighted heart of the city, for redeveloping and revitalizing such areas, aided by Federal grants.

SEPTA Red Arrow Div. (ex-PSTC) trolley 80 on special last trip up West Chester Pike to Llanerch car barns, Nov. 27, '71. Track is now abandoned.
Photograph by Stephen D. Maguire

SOON, Chairman James C. McConnon expects, the Southeastern Pennsylvania Transportation Authority will be in a position to buy 60 new subway-surface trolleys, costing as much as $250,000 apiece. This would be part of SEPTA's capital program to acquire 140 new cars and modernize its 100-year-old Woodland Avenue maintenance shops.

McConnon disclosed that SEPTA and Philadelphia Transportation Co. attorneys have established, on behalf of the old PTC, the right to certain Federal tax benefits. Under the agreement whereby SEPTA acquired the PTC assets in 1968, SEPTA is likely to get in the near future about $2,500,000 in Federal tax refunds (including $1,017,000 previously received, subject to certain restrictions), less legal fees. This sum will be used as local matching funds to support requests for state and Federal money to enable SEPTA to spend $15 million on new equipment, including the new trolleys.

SEPTA operates 315 trolley cars, the last 100 of which are 23 years old. Eighty were bought in 1940, then 35 in 1946, and 100 in 1947. Because there is little market for new trolleys, none has been built in America for some years. McConnon has been spearheading a drive to standardize specifications so that enough orders may be placed by various cities to warrant the resumption of manufacturing trolleys for an affordable price.

SEPTA completely rebuilt two PCC cars in 1971 and will rebuild two more this year. Only the body, truck frames, and motor housing are retained on the latest rebuilding. The two cars, 2165 and 2162, also are being air-conditioned. Eventually, it is hoped to revamp 200 of the post-war PCC's and order 140 new ones to replace the air-braked cars pre-dating World War II.

CLARIFYING an item in our Feb. department, trolley operations on the Midwest Central line at Mt. Pleasant, Iowa, take place only over Labor Day week-end each year, during the annual reunion of the Midwest Old Settler's and Threshers Association. At other times such operation is by charter only. So say Bob Levis, Waterloo, Iowa, and James E. Bagener, Kalaka, Mo.

Other equipment at Mt. Pleasant includes an ex-Rio de Janeiro open trolley and the former Chicago, Aurora & Elgin interurban car 320. To arrive shortly is ex-Waterloo, Cedar Falls & Northern city car 381, which had been kept in a Waterloo park until its recent donation to the museum. It is the last surviving WCF&N car; fire destroyed all others.

ADDITIONS to the former CA&E interurban equipment preserved in museums as listed in our Feb. issue, page 62, come from Brian D. Norden, 2254 Galbraith Rd., Pasadena, Calif. 91104, as follows:

Besides No. 320 (mentioned above), ex-CA&E cars belong to at least seven other museums, including Columbia Park & Southwestern Ry. at Olmstead Falls, Ohio, 8 cars (36, 303, 319, 409, 451, 453, 458, and 460); Illinois Railway Museum, Union, Ill. (309, 321, and 431); Indiana Museum of Transport, Noblesville, Ind. (308); Indiana Railway Museum (318); RELIC, South Elgin, Ill. (11, 20, 316, and 317); Railways to Yesteryear, Orbisonia, Pa. (315); and Seashore Trolley Museum, Kennebunkport, Me. (434).

A SUDDEN surprise announcement informed the dismayed local residents that the Southern California Rapid Transit District was starting to build a $53 million busway in the median strip of the San Bernardino Freeway from Mission Road, near the Santa Ana Freeway, to El Monte. The money to pay for it is coming from the $35 million a year guaranteed to SCRTD from a gasoline sales tax by legislation last year. According to Robert J. Swan, Box 1866, Long Beach, Calif. 90801, who sent us the bad news, the clandestine manner in which SCRTD prepared this project, keeping it secret until almost

One of Boston's MBTA trains operates on new South Shore extension over part of Old Colony (New Haven) line during 1971.
General Electric photograph, Erie, Pa.

the day construction began, indicated that they feared public objection to downgrading a real rapid transit potential.

LAWSUITS and counter-suits continue to make newspaper headlines in the arguments between pro- and anti-Skybus groups, report Donald K. Slick of Oil City, Pa., and Jim Cerny of Pittsburgh, Pa. As the Port Authority of Allegheny County (PAT) tries to build its monstrous Skybus elevated line from downtown Pittsburgh to the Bethel Park area, Mayor Peter Flaherty and other concerned people are seeking to prevent construction of the line through the city-owned Wabash Tunnel, the only route it could take to reach South Hills.

FIRST defection from the solid anti-rapid transit stand of the Detroit automobile makers came recently when Henry Ford 2nd recommended that some of the Federal highway trust fund now used to build the nation's freeways be diverted to mass transit. This fund received between $5 and $6 billion annually from the 4-cents-a-gallon gasoline tax.

New Electric Publications

Cataract Traction; The Railways of Hamilton, by John M. Mills, 116 pages 8½x11", with hard cover binding, was published jointly by Upper Canada Railway Society and Ontario Electric Railway Historical Asso. It can be had from Canadian Traction Publications, P.O. Box 426, Scarborough, Ont., Canada; $6.50 paperback $9.95 cloth-bound.

Here is the story of an Ontario city's streetcar system and the four interurban lines that ran out of it in separate directions until their early demise in 1931. The book's title is derived from DeCew Falls. This waterfall was converted in 1898 to a hydro-electric generating plant to bring electricity to Hamilton by the Cataract Power Co., renamed the Dominion Power & Transmission Co., that controlled the electric railway lines also.

Included in the book's coverage are early steam dummy and horsecar lines as well as two incline railways. Mill's writing is enhanced by many fine old photos, well reproduced. The interurban lines — Hamilton Radial Electric, the Brantford & Hamilton Electric, the Hamilton & Dundas Street Ry., and the Hamilton, Grimsby & Beamsville Electric — were abandoned when Dominion Power found bus operation would be cheaper. But the city lines lasted until 1951. In the 53 years after 1898, they bought five cars from Boston, 20 from Cleveland, three from Columbus & Cincinnati Traction, 17 from Brooklyn and one from the New York Elevated.

Cincinnati Streetcars, 1895-1911, by Richard M. Wagner and Roy J. Wright, is the fifth in a series of histories of the city's trolleys published by Wagner Car Co., 59 Euclid Ave., Cincinnati, Ohio 45215. The price is $4.25 for a 72-page, paper bound book, 8½x11", containing 127 photos, 15 track diagrams, 7 scale drawings of car plans, and a 1911 system map. Coverage of the city and interurban lines includes several pages reproduced from the old *Street Railway Journal*. The newer equipment is shown photographically, as are the odd high-water cars used occasionally in floods.

Histories of the French tramways of Lille, Roubaix, Tourcoing, and Armentieres are being published in the French language by a juicefan group called Amitram. For details write Claude Gay, Les Amis des Tramways, 8 rue Deschodt, Lille, 59, France.

Souvenir tokens in silver-type for half fare, 25 cents, and full fare of brass-type, 50 cents, are available at these prices plus postage, from California Railway Museum, Star Rte. 283, Box 150, Suisun City, Calif. 94585.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Abandoments (Jan. list)

Penn Central: 4.9 miles, Putnam Jct. to Carmel, N.Y.; 8.88 miles, Coal Run branch, Clearfield, Pa.; 0.62 miles, Graham branch No. 2, Graham, Pa.; 0.30 miles, South Fork secondary track, Ashtola, Pa.

Boston & Maine: 21.9 miles, Worcester branch, Barber to Gardner, Mass.

Baltimore & Ohio: 3.3 miles, Wilson Creek branch, Somerset County, Pa.; 3.34 miles, Coalton branch, Coalton to Mabie, W. Va.; 1.94 miles, Niver branch, Somerset County, Pa.

Buffalo, Rochester & Pittsburgh—Baltimore & Ohio: 19.6 miles, Back Lick Jct. to Vintondale, Pa.

Total abandonments authorized by ICC for Jan. '72, 64.78 miles.

Chicago & Eastern Illinois Railroad

Locomotive Roster Compiled by Sy Reich

Tabulation by Old Numbers

Old Road Numbers	New Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
95-96	----	600	GM-EMD	SW1	B-B	48,310	193,240	1942	1
97-99	----, 6000-6001	600	GM-EMD	SW1	B-B	48,310	193,240	1941	1
100-101	----	600	GM-EMC	SW	B-B	50,330	203,330	1938	2
102	----	660	Alco	HH 660	B-B	49,500	198,000	1938	3
103	----	660	Alco-GE	S1	B-B	49,500	198,000	1941	4
104-105	----	660	Alco-GE	S1	B-B	49,500	202,150	1942	4
106	----	660	Alco-GE	S1	B-B	49,500	199,000	1946	5
110	----	660	Baldwin	VO 660	B-B	59,700	196,210	1942	6
115-118	----	1000	Alco-GE	RS-1	B-B	60,630	242,500	1945	7
120-125	1029-1034	1000	GM-EMD	NW2	B-B	60,900	243,620	1949	8
126-131	1202-1207	1200	GM-EMD	SW7	B-B	60,870	243,480	1950	
132-133	1208-1209	1200	GM-EMD	SW7	B-B	60,720	242,890	1950	
200-201	----	1500	GM-EMD	BL2	B-B	55,400	221,610	1948	9
202	----	1500	GM-EMD	BL1	B-B	55,400	221,610	1948	9
203-216	68-81	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	10
217-222	82; 83-85 (1st); 86-87	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	11
223-226	88-91	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	12
227-228	92-93	1500	GM-EMD	GP7	B-B	62,698	250,630	1950-1	13
229-230	--, 94	1500	GM-EMD	GP7	B-B	62,698	250,535	1951	13,14
231-232	95-96	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	
233-234	340-341	1750	GM-EMD	GP9	B-B	61,480	245,600	1956	
235-238	342-345	1750	GM-EMD	GP9	B-B	61,480	245,600	1957	
239-241	590-592	2250	GM-EMD	GP30	B-B	62,440	249,750	1963	9
242	650	2500	GM-EMD	GP35	B-B	61,870	247,480	1964	15
243-244	651-652	2500	GM-EMD	GP35	B-B	61,845	247,380	1964	14
245-254	653-662	2500	GM-EMD	GP35	B-B	61,835	247,320	1964	14
255-264	663-672	2500	GM-EMD	GP35	B-B	61,850	247,415	1964	14
265-272	673-680	2500	GM-EMD	GP35	B-B	63,780	255,130	1965	
1100-1102	27, 28, 43	2000	GM-EMD	E7A	A1A-A1A	51,830	308,440	1946	16
1200-1203	----	1500	GM-EMD	F3A	B-B	58,310	233,250	1948	14
1204-1205	----	1500	GM-EMD	F3A	B-B	58,310	233,250	1949	14
1300-1301	----	1500	GM-EMD	F3B	B-B	58,670	234,870	1948	14
1400-1403	----	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	14
1404-1405	---, 750	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	14
1406-1409	---, 751, ---, ---	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	14
1500-1501	---, 750B	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	14
1502	751B	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
1503-1504	752B-753B	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
1600-1601 (1st)	----	1500	GM-EMD	BL2	B-B	55,400	221,610	1948	9
1602 (1st)	----	1500	GM-EMD	BL1	B-B	55,400	221,610	1948	9
1600-1602 (2nd), 1603-1609	933-942	1500	GM-EMD	FP7A	B-B	61,240	244,960	1949	

Tabulation by New Numbers

New Road Numbers	Present Road Numbers	HP	Builder	Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
27-28	L&N 798-799	2000	GM-EMD	E7A	A1A-A1A	51,830	308,440	1946	
43	C&EI 43	2400	GM-EMD	E9A	A1A-A1A	55,365	328,580	1946	
68-81	L&N 388; C&EI 83 (2nd); L&N 389-395; C&EI 84 (2nd); L&N 396; C&EI 85 (2nd); 80-81	1500	GM-EMD	GP7	B-B	65,175	260,700	1950	17
82, 83-85 (1st), 86-87	C&EI 82, L&N 397-399, C&EI 86-87	1500	GM-EMD	GP7	B-B	65,175	260,700	1950	17
88-91	C&EI 88-91	1500	GM-EMD	GP7	B-B	63,875	255,500	1951	17
92-93	CHTT 92-93	1500	GM-EMD	GP7	B-B	63,600	254,400	1951	17
94	C&EI 94	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	17
95-96	C&EI 95-96	1500	GM-EMD	GP7	B-B	64,350	257,400	1951	17
340-341	C&EI 340-341	1750	GM-EMD	GP9	B-B	61,380	245,520	1956	17
342-345	L&N 542-545	1750	GM-EMD	GP9	B-B	61,480	245,600	1957	
590-592	L&N 1058-1060	2250	GM-EMD	GP30	B-B	62,440	249,750	1963	
650	CHTT 650	2500	GM-EMD	GP35	B-B	64,980	259,910	1964	
651-652	C&EI 651-652	2500	GM-EMD	GP35	B-B	64,960	259,845	1964	
653-662	C&EI 653-662	2500	GM-EMD	GP35	B-B	64,685	258,740	1964	19
663-672	C&EI 663-667, L&N 1116-1120	2500	GM-EMD	GP35	B-B	64,685	258,740	1964	
673-680	L&N 1121-1128	2500	GM-EMD	GP35	B-B	63,780	255,130	1965	
750	C&EI 824	1500	GM-EMD	F3A	B-B	61,395	245,590	1948	17,20
751	C&EI 827	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	17,21
750B	C&EI 933B	1500	GM-EMD	F3B	B-B	58,725	234,900	1948	17,20
751B	C&EI 934B	1500	GM-EMD	F3B	B-B	60,095	240,390	1948	17,20
752B-753B	C&EI 935B-936B	1500	GM-EMD	F3B	B-B	60,095	240,390	1948	17,20
933-942	L&N 670-677, C&EI 941, ---	1500	GM-EMD	FP7A	B-B	64,145	256,580	1949	17,20 22,24
1029-1034	L&N 2207, C&EI 1030-1032, L&N 2208-2209	1000	GM-EMD	NW2	B-B	61,735	246,950	1949	
1202-1207	L&N 2221-2223, C&EI 1205-1207	1200	GM-EMD	SW7	B-B	61,700	246,810	1950	
1208-1209	CHTT 1208-1209	1200	GM-EMD	SW7	B-B	61,555	246,220	1950	
6000-6001	----	600	GM-EMD	SW1	B-B	48,310	193,240	1941	23

C&EI Roster Notes

Roster was compiled from data supplied by C&EI:s director of public relations, C&EI's asst. vice president-engineering, Whisler Equipment Co.; Joliet Ry. Equip., D&R's general mgr., Inland Steel's general traffic mgr., Arnold Hughes' president, Scott Paper's traffic mgr. It is accurate as of Dec. 14, 1971.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.

L&N indicates Louisville & Nashville Railroad and CHTT stands for Chicago Heights Terminal Transfer Railroad.

(1) 95-97 sold to Arnold Hughes Co. (11/65).

(2) 100-101 sold to Luria Brothers (9/6/59), (8/19/59). No. 100 sold to Lipsett and scrapped. No. 101 sold to Detroit Marine Terminal, renumbered 6.

(3) 102 sold to Export-Import Co. (8/29/49); then to Guy F. Atkinson Co., renumbered 102; then to Puget Sound & Baker River, renumbered 95; then to Pine Flat Contractors; then to Scott Paper Co., renumbered 3; scrapped 6/71.

(4) 103-105 sold to Joliet Ry. Equipment Co. (12/64) and scrapped. 104-105 were owned by CHTT.

(5) 106 was originally St. Louis & O'Fallon 51, then C&EI 106, then Inland Steel 85 (12/28/54), then traded to GM-EMD for new Inland Steel power (8/68).

(6) 110 sold to Export-Import Co. (8/29/49).

(7) 115-118 sold to Marfax Steel (12/64). No. 116 was scrapped. 118 remains to be sold. 115, 117 sold to Chatahoochee Industrial RR., renumbered 115, 117.

(8) 125 was originally numbered 119.

(9) 200-201 were originally numbered 1600-1601 (1st). No. 202 was originally GM-EMD demonstrator 499, then C&EI 1602 (1st), then C&EI 202. All three units were rebuilt, then traded to GM-EMD for 239-241 (2/63).

(10) 206 was rebuilt.

(11) 221 was rebuilt to a GP9M.

(12) 226 was rebuilt in 1959.

(13) 227-230 are owned by CHTT but stenciled C&EI. 229 was rebuilt in 1959 to a GP9M.

(14) 229, 1200-1205, 1300-1301, 1400-1404, 1406, 1408-1409, 1500 were traded for GP35's.

(15) 242 belongs to CHTT but is stenciled C&EI. 229 was traded for this unit.

(16) 1102 rebuilt to an E9A (1958).

(17) All C&EI GP7's rerated to 1600 hp.; GP9's rerated to 1800 hp.; F3A's rerated to 1600 hp.; FP7A's rerated to 1600 hp.

(18) 652 was rebuilt in 1967.

(19) 654 was rebuilt in 1967.

(20) 824, 933B-936B, 941 are scheduled to be renumbered 1824, 1933B-1936B, 1941, in Dec. 1971.

(21) 827 was sold to GE (7/71).

(22) 942 sold to GM-EMD (11/71).

(23) 6000 sold to Whisler Equipment (3/68), then to Granite Mountain Quarries, renumbered 4742 (11/15/69). No. 6001 was sold to Dardanelle & Russellville, renumbered 6 (3/68).

(24) L&N 675 was retired in 1970. L&N 670, 674, 677, 798, 799 were retired in 1971.

CN and CP Roster Notes

A new issue of "Addenda and Data," dated Jan. '72, for the book CANADIAN NATIONAL STEAM POWER, by Tony Clegg and Ray Corley, is now available for a self-addressed #10 stamped envelope plus 10c coin sent to R. F. Corley, 490 Alabertus Ave., Peterborough, Ont., Canada.

Corrections to our Canadian Pacific roster (Feb. '72) come from Ray Corley and Bruce Chapman Unfortunately, some must be made because galley-proof corrections we filed were not implemented by the printer.

Note 3 should read: 4058-4063 were renumbered 1461-1421 (12/18/54, 1/13/55, 1/7/55, 1/22/55, 1/6/55, 12/18/54). Units 1419-1421 were renumbered 4061-4063 (1/26/66, 1/28/66, 1/13/66).

Note 9 should read: 4000-4027 were rebuilt to 1600 hp. 4000-4014, 4017-4018, 4021-4024, 4026-4027 were traded for 4227 (8/24/65), 4203 (3/24/65), 4236 (10/26/65), 4225 (8/18/65), 4247 (1/19/66), 4216 (6/28/65), 4243 (11/18/65), 4235 (10/26/65), 4211 (5/18/65), 4212 (5/14/65), 4242 (11/18/65), 4238 (11/6/65), 4233 (10/13/65), 4232 (10/6/65), 4249 (2/3/66), 4213 (6/7/65), 4215 (6/18/65), 4226 (8/19/65), 4248 (2/2/66), 4220 (7/28/65), 4223 (8/13/65), 4204 (3/26/65), 4207 (4/19/65). No. 4016 was rebuilt to 8824 (1957). 4020 was retired (6/11/70).

Note 17 should read: 8301-8332 were rebuilt from 4098, 8469, 4001, 4026, 4045, 4048, 4027, 4419, 4411, 4422, 4009, 4008, 4017, 4413, 4018, 4005, 8405, 4402, 8408, 4023, 4044, 4420, 4024, 4043, 4003, 4021, 4000, 4051, 4400, 4423, 4401, 4013.

Note 19 should read: 4400-4423 were rebuilt to 1600 hp. 4400-4403, 4411-4415, 4417-4423 were traded for 4229 (9/1/65), 4231 (9/8/65), 4218 (7/8/65), 4237 (10/27/65), 4209 (4/27/65), 4245 (1/7/66), 4214 (6/8/65), 4246 (1/16/66), 4244 (12/31/65), 4240 (11/12/65), 4234 (10/20/65), 4208 (/4/19/65), 4222 (8/5/65), 4242 (11/16/65), 4210 (4/26/65), 4230 (9/8/65).

Note 30 should read: 8461 was traded for 4239 (11/6/65). No. 8455 was retired (1/15/71).

Note 6 should read: 1902 was traded for 8200 (1/16/65). No. 1906 was traded for 5025 (10/7/65).

Note 7 should read: 1908-1911 were originally 4434-4437, then 1908-1911 (1954). No. 1910 was traded for 8201 (1/16/62). Nos. 1909, 1911 were renumbered 4435, 4437 (1966).

Note 46 should read: These units have AAR trucks which make them appear to be S4's. CP claims they are S4's; MLW claims they are E-1540's, which are S2's, because they were ordered as such. The MLW sales documents were not altered to reflect design changes made after the order had been placed.—Sy Reich.

HOBBY CLUB

conducted by Sy Reich

DRAMATIC railroad paintings by Otto Kuhler, member of the R&LHS, NRHS, etc., formed the basis of a recent advertising campaign by a Denver bank. Eight of his canvases were on display in the lobby and the bank bought some Kuhler reproductions. Otto has been written up in many publications aside from our own, the latest one being *The Denver Post's* "Empire" Section, and has contributed front covers, articles, illustrations, and photos to *Railroad Magazine.*

Gary E. Landrio, member of New York Chapter, R&LHS, who is a student at Clarkson College, Potsdam, N.Y., aims to form the Mohawk Valley Railway Co. by taking over a Penn Central West Shore branch. The Mohawk Valley Economics Development District, Inc., is working with him to help start this regional shortline. If they succeed, the MVR would operate initially from Canajoharie to Utica and then from Rotterdam Jct. to Utica, 70 miles. There is also a possibility of using the PC Poland branch and the Richfield Springs branch of Erie Lackawanna.

Physically, says Gary, the West Shore is the best of the lines involved with 105-lb. rail, ½ percent maximum grade, and a 30-mph speed limit over a quarter of the right-of-way. Gary even hopes to double the freight service.

Clarkson College has a Railroad Club, headed by Prof. Robert Shaw, which is presently remodeling a former New York Central 19000-series caboose located in Norwood, N.Y. They also sponsor fantrips.

When the Kings Island amusement center opens in Cincinnati late in April, one of its highlights will be the Kings Island & Miami Valley Railroad. Its two Pennsylvania-built, propane-fired steam locos are patterned after the *General*, of Civil War fame. Each weighs 25 tons. They will haul six-car trains, total capacity 480 passengers. The two trains, a vintage railroad depot, narrow-gage tracks, and a trestle over a deep ravine cost $700,000. They are expected to operate week-ends from April 29th until Memorial Day and to run daily all summer.

An interesting array of railroadiana, ranging from Alaskan railfan guide books and 1972 calendars to back issues of *The Moose Gooser,* the Chapter newsletter, has been put on sale by Alaska-Yukon Chapter, NRHS, P.O. Box 2248, Anchorage, Alaska 99510. Write them for details.

Historic reprint rail posters suitable for framing may be had at $1 from Vestal Press, 3533 Stratford Dr., Vestal, N.Y. 13850.

A new quarterly publication covering various phases of rail history from steam to interurbans, called *Railway History Monographs*, is now available at $6 per volume (4 issues), or $2 per issue, from J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333. The first issue, published in January, included a list of Nebraska railroads. The second issue, due in April, will be a history of streetcar lines in South Dakota, by Prof. Leonard Tripp, Sioux Falls, S.D. He is known as the dean of S.D. railway historians. If you have a manuscript of at least 25 typewritten pages, the company wants to consider it for future publication.

The history of transportation lighting from canal to modern railroads, particularly lanterns manufactured by R.E. Dietz Co., is a feature of the Erie Canal Museum's 10th season. This museum is located in a former weighing station on the site of the old canal in the center of Syracuse, N.Y. The exhibits include some on loan from other museums. After a year's display, portions of the collection will tour other museums throughout the country.

Attractive 1972 calendars are still available. One, "Streamliners of Yesteryear," a real beauty, may be had for $2.75 (two for $5) from Wayne Publications, Box 871, Ansonia Station, New York, N.Y. 10023. Another calendar, featuring 11 steam loco scenes plus two of electric railroading, sells at $1.50; write Southern Railroad Museum, Box 1162, Hesperia, Calif. 92345.

"Her star gets shinier by the year." So went a recent magazine article on Peggy Lee, born Peggy Engstrom, daughter of a Northern Pacific brass pounder and station agent at Jamestown, N.D. Peggy moved to Fargo at age 17 and landed a singing job on a local radio show at $1.50 for 15 minutes. Then Dad got her a railroad pass to Hollywood and ultimate fame. Now 51, she boasts of records sold by millions.

I collect transit-fare registering, fare collection, and transit ticket items and equipment and want to hear from all persons or groups interested in this hobby.—G.L. Hodgkinson, 2509 S.E. Yamhill St., Portland, Ore. 97214.

Railfans who want Chicago & North Western dining-car silverware and miscellaneous items can buy them from Arrow Supply Unlimited, 1440 W. Carroll Ave., Chicago, Ill. 60607.

In connection with the 25th anniversary of the O-gage operating South Shasta Model Railroad, the group's 0-4-0 two-foot-gage woodburner will operate over the one-mile track each Sunday afternoon in April and May. A steam farm equipment museum also is on the grounds at Humann Ranch, 2 miles southeast of Gerber and 12 miles south of Red Bluff, Calif. Contact G.A. Humann, Rte. 1, Box 455, Gerber, Calif. 96035.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts* (timetables), *emp. tts.* (employees timetables), *SSE* (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

S.J. ABWART, 834 Garrett Lane, Springfield, Pa. 19064, sells copies of newspaper and magazine articles on PC. (SSE)

J.B. ADAMS Jr., 1651 Dyer Rd., Grove City, Ohio 43123, will buy Corliss' "Main Line of Mid-America."

DAVE AMES, 109 Leicester St., North Billerica, Mass. 01821, buys MBTA pix, maps, info., pix of Maine trolleys.

C.L. ANDREWS, you gave no address.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 126-620 and 116-616 cameras used by many railfans for large oblong negs.; details and list free.

SCOTT ARDEN, 1260 Star Rte., Noti, Ore. 97461, sells railroadiana; list for three 8c stamps.

THURSTON ATCHLEY, 1407 N. Jefferson St., Wellington, Kan. 87152, sells diamond date nails 4-10.

DICK AULETTA, Box 242, Roslyn, N.Y. 11576, sells Airequipt/Argus 100-slide circular trays, like new. (SSE)

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, buys tts. of NYS&W, Erie, DL&W; sells tts. of EL, Erie, PRR. (SSE)

DICK BEALL, 2550 S.W. 16th St., Miami, Fla. 33145, buys or trades FEC negs. and pix.

HARRY BENNETT, 1804 N. Mount St., Baltimore, Md. 21217, sells pix rrs., traction, trackless trolleys; list 50c.

TOM BIERY, Bel Air. Cumberland, Md. 21502, will sell Railroad Magazine '60-'71. Trades B&O, WM slides for others. (SSE)

RON BLATTMAN, 2610 11th St. N.W., Canton, Ohio 44708, buys W&LE, NKP lanterns, markers. (SSE)

JIM BOGENER, Box 81, Kahoka, Mo. 63445, ex-U.S. Army steam loco foreman, seeks permanent job with steam short line or revenue rr.; will relocate immediately.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm railcamera fan in Columbus, Ohio to take pix of local private-owner frt. cars.

CHAS. BOURGART, 420 2nd Ave., N.E., Clarion, Iowa 50525, buys pix, articles on M&SL steam, yards, etc.; needs 12/42 Trains.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors. Wants keys, locks, lanterns ,uniforms of any rr.

R. BRASHARES, 825 Peaceful Path, Mansfield, Ohio 44907, will sell 3 Cleveland & Southwestern passes.

CHAS. BRENDON, 674 Santa Monica Rd., London 73, Ont., Canada, will buy speeder or handcar, good cond. Trades TH&B tts. for yours. (SSE)

HOWARD BROWN, 906 W. 23rd St., Connersville, Ind. 47331, sells pre-'40 date nails. (SSE)

HENRY BRUECKMAN, Box 1545, Vallejo, Calif. 94590, sells 8x10 color action pix of Flying Scotsman.

DICK BRUNDAGE, 4923 S. Braden St., Tulsa, Okla. 74135, trades slides, consists of psgr. equip.

BOB BURROWES, 9050 Burke St., Pico Rivera, Calif. 90660, buys 35mm slides of RDC's. Sells, trades Off. Guides of '67-'69.

LEO CALOIA, 14851 Jeffrey Rd., Santa Ana, Calif. 92705. will trade large steam negs. for '66-'67 GM Toronado maintenance manual.

MARK CAMP, 856 McKinley St., Toledo, Ohio 43605, buys pix, histories of rr., interurban depots, towers, structures, trains in Toledo.

CHAS. CARLYLE, 1024 Kenilworth Dr., Towson, Md. 21204, sell trolley, diesel pix.

CURT CARLOUGH, 229 Rea Ave., Ext., Hawthorne, N.J. 07506, buys slides of named trains on Erie, EL, D&H; slides of L&NE, NYS&W, NYO&W, L&HR.

FRANK CARPENTER, 9118 W. 88th St., Overland Park, Kan. 66212, sells train orders. (SSE)

BILLY CARTEE, Rte. 3, Box 392, Cullman, Ala. 35055, buys side view pix of 0-10-0's.

PAUL CARTER, Rte. 5, Box 2, Mobile, Ala. 36608, buys slides, negs.; trades 8x10 pix, other railroadiana.

JOHN CATRAMBONE, Taneytown, Md. 21787, sells negs., slides on approval; buys neg. collections.

HERB CEARLEY, 6751 E. 9th St., Long Beach, Calif. 90815, trades color slides of military and unusual frt. cars.

RALPH CHAVEZ, 311 Solano Dr., Albuquerque, N.M. 87108, trades tie-dating nails.

TOM CHENOWETH, Box 17170, San Diego. Calif. 92117, trades slides, sells dupl. slides of Western rrs. List, sample 40c.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont. K1M OZ2, Canada, buys, sells, trades orig. Alco, Baldwin, Lima steam bldrs. pix, catalogs.

JOHN CLINE, 1217 Stark St., Wausau, Wis. 54401, sells back issues Railroad Magazine; trades date nails. (SSE)

TIM COLBERT, 1008 Englewood, Parma, Ohio 44134, trades slides, negs. of B&O, PC, EL, N&W, B&LE, N&SS, CTS, SHRT for those of your area.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells loco gages. bells, locks, Pullman car items; trades step boxes, bldr, plates. (SSE)

JOHN COOSHEK, 455 W. 26th Ave., Vancouver 10, BC, Canada, sells tts., emp. tts.; returnable list free.

LU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, will buy 1927 Moody's or Poor's Manual, good cond.

MERVYN DEGEER, 1339 Dupont St., Toronto 4, Ont., Canada, buys rr. calendars with Howard Fogg paintings.

R.H. DELLINGER, Box 4095, Birmingham, Ala. 35206, buys, trades uniform buttons, playing cards.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys slides of PRSL, CNJ, L&NE, NYS&W, EL name trains, stations on DL&W main line thru Penna.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix of CN, CP; list 30c. Buys, sells CN, CP, TH&B steam negs.

MARK DOBRONSKI, 3 Branford Lane, Dearborn, Mich. 48120, sells GTW switch keys, locks. (SSE)

B.L. DOCKALL, 607 W. Cameron St., Rockdale, Texas 76567, buys sw. keys, locks, lanterns, other railroadiana.

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 98660, buys negs. of UP 4-4-2's 3500-2514, SP 4-4-2's 3072-3074.

J.F. EHRENBERGER, Box 265, Cheyenne, Wyo. 82001, buys pix of rr. wrecks, snow blockades.

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, will buy Wayner's "Car Names and Train Consists."

JACK FESCO (retired hogger), 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell '38, '47 Loco Cyclopedias; switch lamps. (SSE)

FRED FILLERS, 520 N. Tyler St., Little Rock, Ark. 72205, sells steam, diesel, elec. bldrs. plates. (SSE)

R.P. FITZGERALD, 603 Woodland Dr., Havertown, Pa. 19083, buys square-visored condr. caps; pix, slides, negs. of psgr. condrs. or brakemen.

J. FLEMING, Box 3416, Durango, Colo. 81301, sells new rr. vests, uniform caps. (SSE)

PAUL FRANTZ, Rte. 1 Box 1099B, Browns Mills, N.J. 08015, will buy list of all rr. and private companies operating locos in U.S., Canada.

DAN FUHRMAN, 18484 Michael St., East Detroit, Mich. 48021, buys switch keys. (SSE)

GARY GADZIALA, 2133 Cedar Circle Dr., Baltimore. Md. 21228. sells French, German steam bldrs., name plate; B&O steam hardware. (SSE)

T.G.J. GASCOIGNE, Box 565, Oshawa, Ont., Canada, buys back issues of Trains, Short Line RRer, etc.; list.

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, buys lanterns; sells rr. matchbooks, PRR railroadiana, train orders. List 5c and SSE.

CHAS. GOODMAN, 5826 S. Western Ave., Chicago, Ill. 60636. buys dining-car items. 14610, sells transfers. (SSE). Trades uniform buttons.

BILL GORDON, 232 Beresford Rd., Rochester, N.Y.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, trades '73 Amer. RR Manual for rr. stock certifs.

JON GUADIS, Jr., 102 N. 2nd St., Duquesne, Pa. 15110 will buy Lind's "N.G. Country." Buy EBT Info., pix.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee. Wis. 53207, will sell CMSP&P airhorn, good cond.

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh, Pa. 15218, sells slides of diesels, elecs.; lists for SSE plus 16c.

WALLY HARPP, 845 Jackson St., Gary, Ind. 46402, buys, trades rulebks., emp. tts., switch keys.

LOU HOFFMAN, 1331 W. Lunt St.. Chicago, Ill. 60626, buys, sells, trades tts., rr. stationery envelopes, printed matl., etc.; list 25c plus SSE.

IRWIN HOLLOWAY, 5625 Spruce St., Philadelphia, Pa. 19139, buys 35mm color slides, esp. snowplows.

ROB HOLT, 808 E. High St., Hicksville, Ohio 43526, buys rr. china, silverware.

STEVE HOSKINS, Box 2251, Huntington Beach, Calif. 92647, buys recordings of UP, CMSP&P, IC, RI, SP E-units; CRI&P, NH diesels.

GEO. HULL, 408 N. Daugherty St., Eastland, Texas 76448, buys and trades date nails.

EUNICE IBELL, Box 38. North Westchester, Conn. 06474, sells slides, pix of trains, locos; bks., otc.

WALT INSELMAN, 520 S. 26th St., Omaha, Neb. 68105, will sell "The Locos. Baldwin Built: 1830-1923," "C&NW Steam Power," like new.

ROS JACK, Petrolia, Pa. 16050, sells pix of B&LE, B&O, Pennsy, NYC, PC, LEF&C, MRy, EL, list 25c. Buys negs. of F3's, F7's, FA-1's, FA-s's, LA-1's, PA-2's. Baldwin Sharks of those rrs.

JORN JAROSZ, 3340 S. Michigan Blvd., Chicago, Ill. 60616, will buy operable psgr. car.

C.W. JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind. 46825, sells steam loco negs., size 620, larger; advise wants. (SSE)

RON JOHNSON, 2912 Partridge Ave., Oakland, Calif. 94605, sells '63 LA trolley transfers, pix of SF, LA trolleys; sample 30c.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, Western RRer, Mdl. Bldr., etc.

CLIFF KIERSTEAD, 1771 Dougherty Ferry Rd., Kirkwood, Mo. 63122, will sell 3/89 Chicago & Alton tt., fair cond.

F. KLOCK, Jr., 2085 Milton Ave., Solvay, N.Y. 13209, buys West Shore depot pix. Asks dates of psgr. train discontinuance west of Albany.

JEFF KOVACS, 982 Spa Spring Rd., Perth Amboy, N.J. 08861, buys LV railroadiana, pix, negs., esp. Perth Amboy area.

ROGER KRUEGER, Box 298, Chester, Calif. 96020, sells AT&SF, UP, WP steam negs. (SSE)

PAUL KUTTA, 1359 Green Hill Ave., West Chester, Pa. 19380, buys pix, tts., info. on West Chester St. Ry.

AL LANGLEY, Jr., Rte. 1, Box 64A, North Augusta, S.C. 29841, sells, trades railroadiana. Send 6 #10 SSE's for next 6 lists.

CARL LARSON, 24 Forest Ave., Caldwell, N.J. 07006, sells rr., engr., mdl. bks.; pre-'39 Railroad Magazine, '57 Trains. (SSE)

TOM LEE, Rte. 3, Calhoun, Ky. 42327, will buy L&N steam loco whistle.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, will sell 150 8x10 pix of train wrecks, incl. captions.

JAY LENTZNER, Box 464, Savanna, Ill. 61074, sells CMSP&P Milw. Term. Div. emp. tt. '48-'66. (SSE)

ART LOEBNER, 15 W. Walnut St., Long Beach, N.Y. 11561, age 25, wants pen pals interested in trains, trolleys, subways.

KEITH MACKEY, 7427 Big Cypress Dr., Miami Lakes, Fla. 33104, buys old railroad passes.

NICK MARTIN, 718 Hawthorne Ave., Anderson, Ind. 46012, will buy CSS&SB oil marker lamp.

JOHN MARTINEAU, 3632 S.W. 23rd St., Ft. Lauderdale, Fla. 33312, buys ACL, NYC, D&H lanterns.

WM. MCCALLUM, Box 89, Aylesford, N.S., Canada, sells glass bottles painted with CN's Royal Blue, Maritime Express.

DOUG MELIN, 19682 Coffinberry, Fairview Park, Ohio 44126, sells, trades 7 CRI&P "Rte. of Rockets" stationary, envs.

BOB MILLS, 4137 Paule Ave., Lemay, Mo. 63125, sells rr. watch fobs. (SSE)

RUDY MORGENFRUH, 197 Melville Rd., Huntington Station, N.Y. 11746, trades, buys marked rr. china, silverware, glassware, linen.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, b&w pix, negs., other railroadiana. (SSE)

P.L. MOSELEY, Box 459, DeQueen, Ark. 71832, trades railroadiana, KCS, AT&SF, L&A, etc. (SSE)

MIKE NAPOLITANO, 11 Guntner St., Mendham, N.J. 07945, buys color slides of Baldwin, FM, Lima diesels; 1st-generation Alco, EMD diesels.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades for anything FEC or Fla. Buys, sells, trades all tkts., RPO cancellations.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadina; list 25c, refundable.

SCOTT NIXON, 627 Scott's Way, Augusta, Ga. 30904, buys, trades rr. depot postcards, rr. playing cards.

PAUL NOBLE, 1 Remsen Rd., Yonkers, N.Y. 10710, sells pix of PRR work equip., 2-10-0's; PC locos on Horseshoe Curve, Harlem Div. (SSE)

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy 8x10 pix of DT&I 705, NYC 257.

JIM PALASEK, 34 Kulick St., Clifton, N.J. 07011, sells PRR, NYC, SIRT, western rr. tts.; other railroadiana. (SSE)

R. PALMER, Box 397, Auburn, N.Y. 13021, buys pix of McKeen car Narr. Pier M-9, ex-BR&P 1001.

FRANK PANARIELLO III, 1705 Linden St., Wilmington, Del. 19805, trades steam, Metroliner postcards. (SSE)

GARY PARDUE, 120 Wesley St., Bluefield, Va. 24605, will buy tall N&W hand lantern, series 1911 or '13.

LARRY PATTON, 911 Dickerson Lane, Blacksburg, Va. 24060, sells rr. pix; buys anything N&W.

N.W. PELL, Box 465, Friendswood, Texas 77546, will buy bk. on elec. ry. between Dallas and Ft. Worth.

D. PETERS, 49 Parkview Rd., Wallingford, Conn. 06492, will buy green-over-clear 5⅜" lantern globe.

JIM PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, buys pre-'40 steam, trolley tts., badges, tkt. dater dies.

JOE QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 pix, negs. of diesels, elecs., equip. since '65. (SSE)

WAYNE REEDY, 1228 Congress, Middletown, Ind. 47356, will sell 10/07-1/08 Railroad Magazine, bound by amateur but in good cond.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, locks, hdlts., whistles, keys.

GEO. RICHARDSON, 1343 San Rafael, Santa Barbara, Calif. 93109, sells '79 Central Pacific, V&T waybills. (SSE)

CARL RIFF, 73 Austin Dr., Hamilton, Ont. Canada, sells rr. passes 1900-'30; list 25c. Buys QC pix.

CARL ROMER, 361 N. Pratt St., Ottawa, Ohio 45875, sells back issues Railroad Magazine 6/46-12/71, trainman's trip time bks., 1942 tr. orders, B&O sw. keys.

JERRY ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628, buys color slides, pix, tts. of UV, NYO&W, diesels on NYC; also DL&W diesels between Paterson & Mt. View.

DICK SACHS, 330 Taft St., River Edge, N.J. 07661, buys pre-'66 system tts., pix of pre-Amtrak psgr. trains.

R. SAPPELLI, 390 Dartmouth St., Wyckoff, N.J. 07481, trades Erie, EL, NYS&W forms, postcards for those of other rrs. (Large SSE)

H.N. SAWYER, 610 Empire Blvd., Rochester, N.Y. 14609, sells brass, iron locks; sw. keys; lanterns; tts.; emp. tts.; B&O mags.; telegraph set.

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, buys, trades emp. tts. of VA. Trades short line sw. keys, mint cond. playing-card decks.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells pre-1900 tkt. stubs; other railroadiana; list 10c.

F.A. SCHMIDT, 138 Waugh St., San Antonio, Texas 78223, buys pix, info. on Joseph Connally who staged exhibition loco wrecks.

D. SCHNURSTEIN, 10441 Bevis, Mission Hills, Calif. buys B&O pix and information.

JACK SCHRAMM, 19129 Cheshire St., Detroit, Mich. 48236, buys postcards of trolleys, interurbans, rrs., esp. Mich.

DENIS SEGUIN, Box 570, Hibbing, Minn. 55476, will sell or trade GE bldrs. plate from DC elec. (SSE)

AL SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells reprints of 1900-'29 postcards of trolleys, interurbans, elec. locos. (SSE)

BOB SHAMLEFFER, 27380 Forestview, Euclid, Ohio 44132, sells Xerox copies of Ives catalogs, tts.; back issues Railroad Magazine, Trains. (SSE)

LEE SHAPIRO, 149 Koster Dr., Freehold, N.J. 07728, sells tts., annual reports, rule bks. (SSE)

K.A. SHYTE, 5175 Cliffridge Ave., North Vancouver, B.C., Canada, sells Canadian steam, diesel b&w, color pix; list plus samples 50c.

DICK SLATTERY, 82-46 135th St., Kew Gardens, N.Y. 11435, buys, trades for tts., pix of short lines; N.Y., Colo. rrs.

BOB SMITH, 246 Middlefield Dr., Akron, Ohio 44312, sells lanterns; list 25c, refundable.

CON SPADY, 901 N. C Street, Herington, Kan. 67449, buys or trades switch keys.

FRANK SPEAL, Box 56, Hilliard, Fla. buys glass insulators.

SETH STEVENTON, R.R.1, Box 31, Kennan, Wis. 54537, sells interurban pix; list for 10c stamps.

CHAS. STOFFEL, 7390 Gladiola, Hanover Park, Ill. 60103, will sell German Rys. condr. hat, size 8, or trade for 3 rr. tie bars.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio sells 4¼ blue Dietz Vesta globes.

WALT STRINGER, 132 Edgewood, Ardmore, Pa. 19003, sells emp. tts., Off. Guides, other railroadiana. (SSE) Buy diesel slides.

JOHN STROMBECK, 2211 E. 4th St., Mishawaka, Ind. 46544, trades rr. tickets.

J.W. SWANBERG, R. 3, Newtown, Conn. 96470, will buy or trade for bldrs. plate of N&W class J or J-1 4-8-4.

WALLY SWANSON, 5729 27th Ave. N.E., Seattle, Wash. 98105, trades size 122 negs. of NP, GN, CMSP&P steam for those of other roads.

MIKE TEDESCO, 4765 W. Boncrest Dr., Williamsville, N.Y. 14221, sells 35mm slides of PC, N&W, EL, LV, D&H, C&O, B&LE.

JIM TERRELL, Box 31, Telluride, Colo. 81435, sells, trades emp. tts., rule bks., etc. (SSE)

E.L. TOMBERLIN, 14883 Washington Ave., San Leandro, Calif. 94578, will buy plans of small-town type horsecar, any size horsecar pix.

ADAM TYMCHUK, 660 Manhattan Ave., Winnipeg, Man. Canada, buys Blackhawk steam slide sets, rr. bks.

DON VORPAHL, Rte. 3, Box 851, Troutdale, Ore. 97060, sells railroadiana. (SSE)

BILL WARDEN, 1216 Shamrock Lane, Waynesboro, Va. 22980, sells 5x7, 8x10 steam, diesel action pix of BC&G, N&W, B&O, PRR, C&O, SOU, VBR, etc.; list 20c.

DON WATSON, 16 Fulford Pl., Weston, Ont. Canada, buys T&P items, incl. pix, pre-1900 annual passes, plastic pocket calendars, tkts., hardware.

ART WOLFE, 2708 Hood Ave., Cleveland, Ohio 44109, sells rr., trolley bks., bulletins; list for 8c stamp.

HARRY WYNN, 413 Charles St., Derry, PA 15627, sells, trades rr. vacuum tubes for amateur or hi-fi, 6 volt vib. psw. supply, etc.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells on approval steam, diesel, negs.; no list. (SSE)

WAYNE YORK, 643 E. Wood St., Versailles, Ohio 45380, buys, trades for Lima Shay no. plate, NKP items, esp. no. plates.

ERNIE ZEHNDER, 325 Lardner St., Philadelphia, Pa. 19111, sells 35mm color slides PC, B&O, CNJ, RDG, or trades for rrs. in your area. (SSE)

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, offers 1 copy ea. of "Jane's World Railways," (1968), 802 pages, heavy paper, 8½x12½", photos, maps, index, $30; "Jane's Freight Containers: 1970-'71," 813 pages, heavy paper, 8½x12½", many ill., index, $12; "Ry. Signalling Systems," by Day-Cooper, 144 pages, 5x7¼", photos, diagrams, (1963), $3; "The Great Richmond Terminal," by Klein, 323 pages, 5½x9¼", maps, index, (1970), $3.50; "Ghost RRs. of Indiana," by Sulzer, 267 pages, 8½x11", many ill., some color, appendix, index, (1970), $12; all mint. cond., postpaid.

Model Trading Post

A. E. BUHLER, Box 383, Stettler, Alta., Canada, will sell '50, '52 Loco Cyclopedia or trade for Lionel 665 Hudson.

R.J. CRUNK, 1402 Strickland St., Waco, Texas 76705, buys toy steam and elec. trains.

E. EBERLE, 108 Park Ave., Rockledge, Pa. 19111, buys Pennsy, RDG, logging brass HO gage locos; trades, sells brass diesels. (SSE)

GLEN KIDDER, R.D. 1, Acton, Mass. 01720 will sell HO gage LMB brass 4-6-4, unpainted. (SSE)

JOHN LYKO, 5226 W. 24th St., Cicero, Ill. 60650, sells brass locomotives. (SSE)

BRUCE MOFFAT, 6727 Loron St., Chicago, Ill. 60646, will sell "O Scale RRing" 8/69-2/70.

JEFF NEWTON, 417 N. 24th St., St. Joseph, Mo. 64501, buys parts for Lionel O, 027 gage trs.; Lionel catalogs, mags.

CHAS. ORINDORF, R.D. 5, Mechanicsburg, Pa. 17055, will sell Nat. Geographic Mag. 11/36 with article on "Trains Today & Tomorrow," or trade for Lionel 2322 FM diesel.

BOB STEKL, 653 N. Main St., Naperville, Ill. 60540, buys junk standard-gage trains, parts. ●

Pen Pals Wanted

Brian Tasker (17), 7 Roselyn Crescent, Bentleigh East 3165, Victoria Australia, wants railfanette pen pals.

Monica Cruickshank (21), of W½ 241 Lamaha St., New Town, Kitty, Guyana, South America.

LaVerne Brummel (19), Rte. 1, Mcfarland, Wis. 53558 wants to hear from boys or girls over 15 who like railroads, dislike rock music.

Kenneth Combs (16), 326 Prospect Ave., Avenel, N.J. 07001, wants teen-age pen pals, both sexes.

Rona Thomas (14), P.O. Box 295, Scandia, Kan. 66966.

Lee A. Miller (16), Box 637, Metamora, Ill. 61548, wants to hear from anyone interested in GM&O, PC, UP, L&N, IC, or C&EI.

Lucien Ulrich, 6 rue de Vercors, 68, Mulhouse, 02, France, is a stationmaster with two daughters, 13 and 14, learning English at school, wants daughters of rr. men to write to them.

Grace Olivate (28), 5 Doster Pl., West Seneca, N.Y. 14224.

Mr. Marian Kaluza, Krimgentie 38, Lathi, Finland will correspond with Polish Americans to further his knowledge of English.

Miss Mjw Ineke Nientied (19), s-Gravesandestraat 20, Vlaardingen, Netherlands, will correspond in English with rr. man of similar age.

Maude Nannery (67), 718 Park St., Cabin 5, Livingston, Mont. 59047.

Genoveva Gonzalez (28), P.O. Box 1922, San Benito, Tex. 78586.

Dhr. J.C. Slobbe, Jr., Gasthuisstraat, Teil 2720, Holland, interested in modern railways.

Debby Perry (17), Box 89, RD No. 1, Hookstown, Pa. 15050.

Karin Aaberg (15), Rte. 6, Box 297, Bemidji, Minn. 56601.

Ethel Payne, 320 East D Street, Brunswick, Md. 21716.

Teresa Moore (16), 2037 N. Farragut Street, Portland, Ore. 97217.

Glenda Spencer (19), Box 26194, San Francisco, Calif. 94126.

T.J. Thomas (21), Tharayil House, Kaiduzha (P.O.), Kottayam. Dt, Kerala State, India.

Maurice Baker (63), RD 2, Newport, Pa., 17074, sick since 1963 needs cheer-up letters and cards.

Teresa Twine (15), Rte. 1, Box 6, Elliston, Va. 24087.

Mrs. Audia Faubus, 130 Lafayette St., Van Buren, Ark. 72956.

George Cincu (70), Gen. Del., Detroit, Mich.

Peggy (17) and Billy (15), Vandall, Box 93, Sandstone, W.Va. 25985.

Angelita Dy Jaca (26), Lenocio Enterprises, 5 Pedro Lopez St., Cebu City, Philippines. ●

Coming Events

April 4, 6, 15, 18, 22, 26, 29; May 4, 6, 13, 17, 25, 27; June 6, 10, 14, 22: visit Niagara Falls from Windsor, Ont., CNR train and bus. Adults $21, $23; kids special rate. Emarcy Tours, P.O. Box 1287, Detroit, Mich. 48231.

April 9, 16, 23, 30: "Fun Train" package trip leaving L.A. Union Terminal on Fridays at 1 p.m.; arrive Las Vegas 7:30 p.m. Leave Las Vegas 1:30 p.m. Sunday. $59.95; dining car; entertainment. Phone (213) 624-0171.

April 15-16: Dogwood Special passenger train with Pacific steamer. Contact Richard Jowers, Sr., Atlanta Chap. NRHS, Box 13132, Atlanta, Ga. 30324.

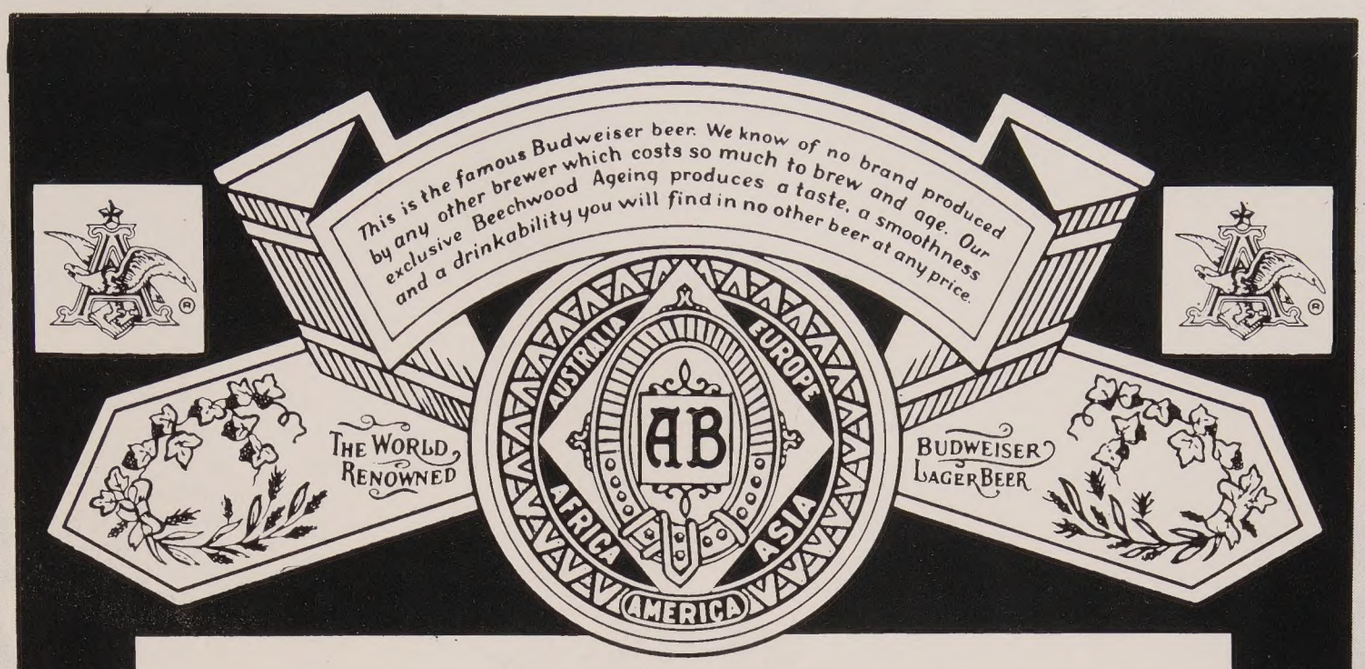
April 15: trip to Lancaster, Pa., Strasburg R.R., Penna. Dutch dinner. May 20: to Allaire Park, N.J., Pine Creek R.R. June 17: EL trip to Port Jervis, N.Y. July 29; as others trip to Canaan, Conn., for station centennial, town festival. N.Y. Div. R.R. Enthusiasts, Box 302, Hasbrouck Heights, N.J. 07604.

April 22-23: Cambria Pines-San Simeon Hearst castle. April 28-30 and May 19-21: Week-end in Redwoods. May 12-14 and June 2-4: Northern Calif. "Trinity Alps". May 20-21: Sacramento River boat excursion. May 25-30: Yellowstone Park adventure. June 9-11, Nevada-Calif. Historical adventure. All scenic, some steam. Jim Weinberger, tour director, R&LHS Box 3552, San Francisco, 94119.

May 12-28, June 9-25, Sept. 1-17, rail ramble, England, Scotland, Wales. Large, small, old, new, standard- and narrow-gage rys. Steam, electric, diesel, London underground. Visit workshops, museums, preserved lines, other points. Write Mrs. D.H. Wallace, Madison Travel Bureau, 28 Waverly Pl., Madison, N.J. 07940.

May 20: 4th Annual Shortline Ramble over Morristown & Erie for benefit of Morris County Central R.R. Steam train with coaches, private car, leaving M&E depot. Rte. 10, Whippany, N.J., 8:30 a.m., returning 12:30 p.m. Adults $5; kids (3 to 11) $3. Private car $6. Trip Director, 10 Pine St., West Orange, N.J. 07052.

May 21: Greenville Centennial Cannonball. Special B&M run for New Hampshire town's celebration. Chicken barbcue. Frank Kyper, trip chairman, N.E. Div., R.R. Enthusiasts, Box 136, Ward Hill, Mass. 01830. ●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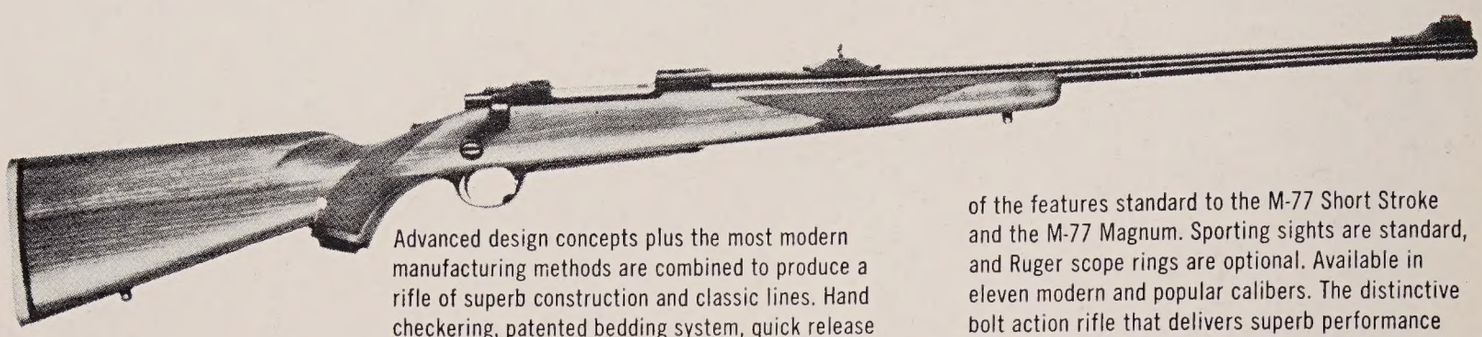
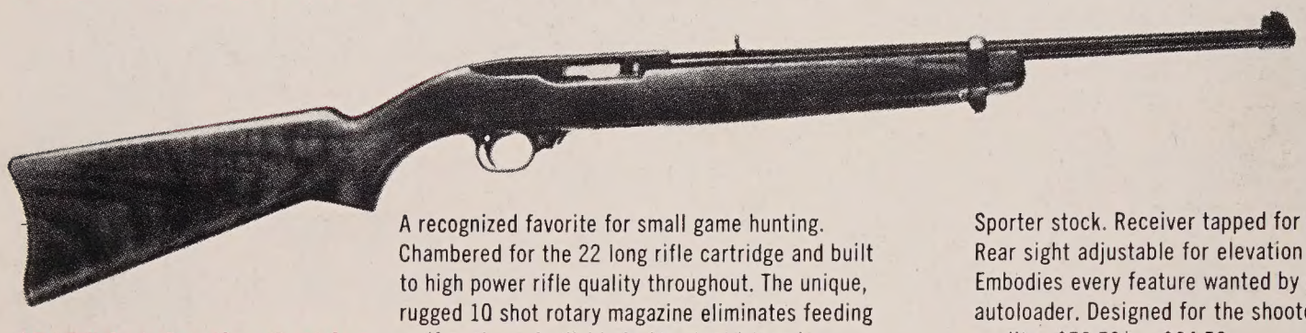


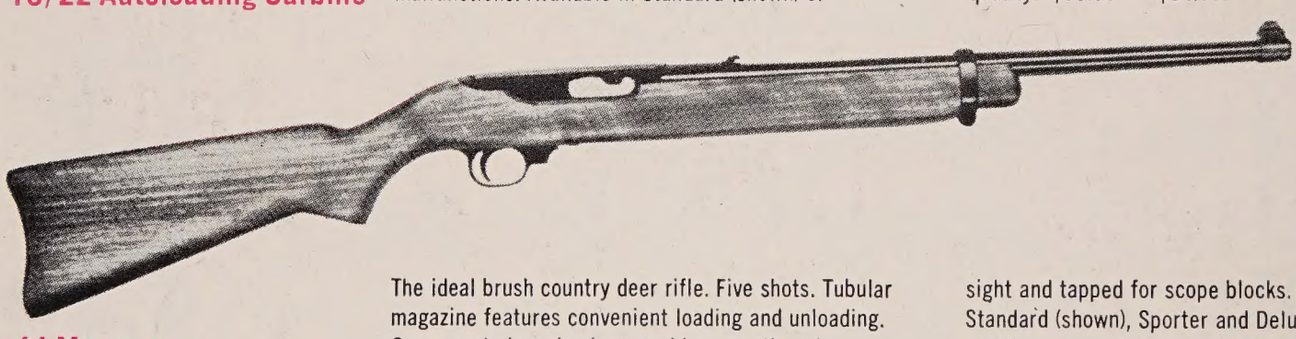
Model 77 Bolt Action Rifle

Advanced design concepts plus the most modern manufacturing methods are combined to produce a rifle of superb construction and classic lines. Hand checkering, patented bedding system, quick release floor plate, sliding tang safety, rubber butt pad and scope mount bases integral to the receiver are some of the features standard to the M-77 Short Stroke and the M-77 Magnum. Sporting sights are standard, and Ruger scope rings are optional. Available in eleven modern and popular calibers. The distinctive bolt action rifle that delivers superb performance and custom rifle design right off the shelf. $165.*—$179.



10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



44 Magnum Autoloading Carbine

The ideal brush country deer rifle. Five shots. Tubular magazine features convenient loading and unloading. Gas operated mechanism provides smooth and reliable functioning. Equipped with adjustable rear sight and tapped for scope blocks. Available in Standard (shown), Sporter and Deluxe (with receiver sight) versions. Compact, lightweight, light recoil, high power. $117.*—$122.—$125.

Number One Single-Shot Rifle

As a combination of beauty and strength, this falling block rifle has no equal in the world of modern sporting firearms. The Standard Model shown is one of five basic models designed for every sporting purpose. Models vary by barrel length, barrel style, forearm style, sighting equipment and chamberings for eleven proven cartridges. An expensive rifle. Worth every penny of it in terms of accuracy and elegance. A logical style for the varmint shooter and a challenge to the big game hunter. $265.* (all models)

All Ruger Carbines and Rifles have American Walnut Stocks, precision milled from solid blanks.

*Prices shown are for different versions of the basic model. Asterisk denotes price of the model that is illustrated. All prices are suggested retail list.

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